

61 () 60 () 59 () 58 () 57 () 56 () 55 () 54 () 53 () 52 () 51 () 50 () 49 () 48 () 47 () 46 () 45 () 44 () 43 () 42 () 41 () 40 () 39 () 38 () 37 () 36 () 35 () 34 () 33 () 32 () 31 ()

ACCIDENT CLASSIFICATION

UNIT 10 B.G.S. Mt. Pleasant, PEI	COM. 3	PLACE M.A.	DATE 7-5-44	TIME 1630
A/C TYPE BOLINGBROKE IVT	NO. 9194	CRASH CAT. "C"	H.Q. FILE 1100-91-94	
			S.E.	M.E.
			DAY	NIGHT
			x	x

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Walterhouse, J.F.	F.S.	R152430	P	Uninj.	NO.	DATE
Warren, E.L.	CPL	R73133	Drogue	Uninj.	AC148	705
Gervais, G.A.	LAC	R223960	Drogue	Uninj.	D 14 (REVISED)	
Bonnell, R.L.	LAC	R252439	Drogue	Uninj.	NO.	CHECKED
					#3	

ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
			INST.	NIGHT	ON TYPE		TOTAL	
Mercury XX	12677/355712	NONE	42	20	SOLO	DUAL	SOLO	DUAL
	12608/50997	NONE			84	6	410	138

ACCIDENT CLASSIFICATION

1 () 2 () 3 () 4 () 5 () 6 () 7 () 8 () 9 () 10 () 11 () 12 () 13 () 14 () 15 () 16 () 17 () 18 () 19 () 20 () 21 () 22 () 23 () 24 () 25 () 26 () 27 () 28 () 29 () 30 () 31 () 32 () 33 () 34 () 35 () 36 () 37 () 38 () 39 () 40 () 41 () 42 () 43 () 44 () 45 () 46 () 47 () 48 () 49 () 50 () 51 () 52 () 53 () 54 () 55 () 56 () 57 () 58 () 59 () 60 () 61 ()

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

7 ()
4 ()
2 ()
1 ()
7 ()
4 ()
2 ()
1 ()
FORCED LANDING ()
TAXIING ()
LANDING ()
TAKE-OFF ()
FLIGHT ()
STATRY ()
FATAL ()
INJ. ()
3rd ()
5 ()
INJURY ()
M ()
X ()

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Drogue Towing.

Fractured priming line fitting at inlet to primer pump. (Port engine)

NATURE OF ACCIDENT:

Port Engine caught fire after landing.

Pilot throttled back engine, slipstream was insufficient to blow flame out from

gas which was leaking from a broken priming line. Fire was extinguished by crash crew after some damage had been caused to airframe. Pilot shut off gas and opened engine up and then switched off as crash crew extinguished the fire.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~12. Fire after landing.~~

18 Misc. Technical

SECONDARY OR CONTRIBUTORY FACTORS:

~~23. Technical defect.~~

30. Tire - On ground

ACTION TAKEN:

NONE.