

ACCIDENT CLASSIFICATION

UNIT # 10 B.G.S. Mt Pleasant, P.E.I.	COM. 3	PLACE M.A.	DATE 23-7-44	TIME 1305
A/C TYPE BOLINGBROKE IVT		NO. 10187	CRASH CAT. NA*	H.Q. FILE 1100-101-87
		S.E.	M.E.	DAY
			X	X
		NIGHT		

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
					NO.	DATE
Burgess, J.F.	SGT	R201387	P	Fatal	AC174	23-7
Edwards, B.J.	LAC	R214627	AG	Ser. Inj.	D 14 (REVISED)	
Enright, P.A.	LAC	R257368	AG	Ser. Inj.	NO.	CHECKED
Blagdon, P.	LAC	U206796	AG	Ser. Inj.	5	
					# 12	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Mercury XX	2648/53781 Ser. 42080/56848 Ser.	33	13	4	10	128	96

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT

- 4
- 2
- 1
- 7
- 4
- 2
- 1
- FORCED LANDING
- TAXIING
- LANDING
- TAKE-OFF
- FLIGHT
- STAIRY
- FATAL
- INJ.
- 3RD
- INJURY
- 5
- RAF
- M N

PURPOSE OF FLIGHT:

Gunnery Exercise.

NATURE OF ACCIDENT:

A/C crashed while approaching aerodrome to make a landing.

CLASSIFICATION:

17. Forced landing.

SECONDARY OR CONTRIBUTORY FACTORS:

26. Engine trouble-Accident.

TECHNICAL OFFICER'S REPORT:

Cause obscure.

LOC/AOC/PSF/A/PCDE/ENK
LOC/AOC/PSF/A/E/PCDE/ES/PC/PH/L
COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2417

CIRCUMSTANCES : Failure of one engine, partial or complete, when a/c's flaps were lowered prior to landing followed by failure of pilot to take necessary corrective action.

CAUSE: Engine failure, followed by error of judgement on part of pilot.

RECOMMENDATIONS: Nil

CONCLUSIONS OF A.I.B. Engine failure probably due to misuse of throttle control by student pilot who was comparatively inexperienced on type. Poor airmanship on part of student pilot was a contributory factor to this accident. For Notes 1 and 2 see Summary 2417.

ACTION TAKEN:

Nil.