

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. Mount Pleasant, P.E.I. 3 PLACE Four mls. south west of M.A. DATE 28-10-44 TIME 1515 H.Q. FILE 1700-9871

A/C TYPE BOLINGBROKE IVT NO. 9871 CRASH CAT. "A" S.E. X M.E. X DAY X NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
ARMSTRONG, L.B.	P/O	J44998	P.	Killed	NO. AC194	DATE 28-10
GIRARD, J.R.E.Y.	LAC	R254410	AG	Killed		
GELINEAU, J.E.,	LAC	K284266	AG	Slightly	D 14 (REVISED)	
GIBSON, A.R.,	LAC	R282950	AG	Seriously	NO. 3	CHECKED
					6	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Mercury XX	F2791/56652	51	32	4	25	179	155
	B24691/S42465(Z)						
	Totally.						

COMMAND MONTH STAGE OF FLIGHT

4
2
1
7
4
2
1
FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJURY 3rd
5

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 RAT 3rd 5

PURPOSE OF FLIGHT:

Gunnery Ex.

NATURE OF ACCIDENT:

Cause of Accident: Obscure.
Some irregularity in the performance of stbd engine was apparent to members of the crew during the starting and running up but it seemed the pilot was finally satisfied and took off. After take off some trouble developed which resulted in complete loss of power of stbd engine. A/C circled with loss of altitude. Crash occurred after pilot put a/c into a climb to clear some trees beyond the

CLASSIFICATION: field due to stall.

A/c burned in crash.

20. Flow into Ground.

Overstall field while attempting a forced landing.

SECONDARY OR CONTRIBUTORY FACTORS:

Engine failure: due to failure of valve slot through from maintenance.

TECHNICAL OFFICER'S REPORT:

ILFM/AOP/PSF/NE/PSO/ESNA/G/IL/USKB/
X FM/CN

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. Inspector 219.

CONCLUSIONS OF A.I.B.

This accident was result of pilot error coupled with failure of stbd engine. Pilot erred in that he, following engine failure: (a) did not fire flares and land immediately on returning to aerodrome. (b) failed to put propellor of defective engine into coarse pitch. (c) lowered his u/c while too far back from aerodrome with one defective engine to land and (d) failed to make a forced landing when suitable opportunity offered after having been forced down to less than tree top height. Notes Under the provisions of C.A.P. 100 Sec. 8, the Pilot was not a qualified 1st pilot on Boly a/c since he had not received the required amount of dual instruction before being allowed to carry passengers. RECOMMENDATIONS: It is recommended that

ACTION TAKEN: the gallantry shown by LAC Gelineau be publicly recognised.

Nil