

# ACCIDENT CLASSIFICATION

UNIT 4 B. & G. S. Pinal, Ont.,	COM. 1	PLACE Aerodrome, No.4 B & G. S.	DATE 25-1-45	TIME 0930		
A/C TYPE BOLINGBROKE IV T	NO. 10029	CRASH CAT. "A"	H.Q. FILE 1100-100-29	S.E.	M.E.	DAY
					X	X
						NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
LANGDON, R.W.	P/O	J29345	P.	Serious	NO. T.21	DATE 25-1
LEICESTER, J.B.,	Sgt.	R218478	Instr.	Slight		
ALLEN, R.W. AUS	LAC	442327	Stud.	Slight	D 14 (REVISED)	
SARAH, H.N. AUS	LAC	438269	Stud.	Serious	NO. 6	CHECKED
McDONALD, A.R. AUS	LAC	435850	Stud.	Slight		

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
Bristol	P24778/S52949(Z) Slightly	INST.	NIGHT	ON TYPE		TOTAL	
Mercury	S24756/S2621(Z) Slightly			DUAL	SOLO	DUAL	SOLO
		75	107	5	305	155	812

# ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STAY  
FATAL  
INJ.  
INJURY

PURPOSE OF FLIGHT:

Gunnery Ex.,

NATURE OF ACCIDENT:

Overtaken in snow after running off runway.

CLASSIFICATION:

12. Swung

SECONDARY OR CONTRIBUTORY FACTORS:

26. Engine Trouble - Accident.

TECHNICAL OFFICER'S REPORT:

N11

05/R/17/AOP/PCDE/ESNK/10/XCH

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2522.

CAUSE: Pilot error in allowing port engine to cool off sufficiently on the approach to permit engine failure when taking overshoot procedure.

RECOMMENDATIONS: N11

CONCLUSIONS OF A.I.B.: Agree, but as stated by the I.O. in a covering letter there is some reason for belief that there may have been a defect in the port engine.

ACTION TAKEN:

N11