

ACCIDENT CLASSIFICATION

UNIT 8 O.T.U.	COM. EAC	PLACE $\frac{3}{4}$ mile North west FT. George in Bay of Funday.	DATE 2-4-45	TIME 1830
A/C TYPE BOLINGBROKE		No. 9096	CRASH CAT. WA*	H.O. FILE 1700-9096
			S.E.	M.E.
			DAY	NIGHT
			X	X

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Walterhouse, J.F.	WO2	R152430	P	Missing	No. D3	DATE 3-4-45
					D 14 (REVISED)	
					No.	CHECKED
						<input checked="" type="checkbox"/>
					#1	

ENGINE	ENGINE NUMBER(S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
British	S.12385/53917Z			DUAL	SOLO	DUAL	SOLO
Mercury 20	P.12105/50270						
Star		54	18	-	258	132	627

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAXIING

LANDING

TAKE-OFF

FLIGHT

FATAL

INJ.

INJURY

SPD

RAF

WZ

PURPOSE OF FLIGHT:

Gunnery Exercise.

TECHNICAL OFFICER'S REPORT:

Nil

IM/PSF/N/E/EF/NK/
AE
INK/I

NATURE OF ACCIDENT:

A/C was target in a normal gunnery exercise, crashed into the sea with appearances of port engine on fire.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2555

CAUSE Port engine caught fire for reasons unknown.

RECOMMENDATIONS: Amphibious a/c be stationed at Greenwood for air-sea rescue purposes as such a/c would be able to get to any point in the Bay of Fundy very quickly. It is pointed out that Pennfield, Debert and Greenwood do a lot of flying over this body of water and it is considered that Greenwood would be the best place for such an a/c from the strategic point of war.

CLASSIFICATION:

23. Not Known

REMARKS OF C.O.: See Summary No. 2555

CONCLUSIONS OF A.I.B.: Agree with findings.

SECONDARY OR CONTRIBUTORY FACTORS:

28. Fire - In Air.

ACTION TAKEN: