

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 62

ACCIDENT CLASSIFICATION

UNIT <b>10 B. &amp; G. S. Mt. Pleasant, PEI</b>	COM. <b>1</b>	PLACE <b>Enmore, PEI. 4 mls. WSW Stn. Aerodrome.</b>	DATE <b>2-5-45</b>	TIME <b>545</b>
A/C TYPE <b>BOLINGBROKE IVT</b>		No. <b>10098</b>	CRASH CAT. <b>"A"</b>	H.Q. FILE <b>1700-10098</b>
S.E.	M.E.	DAY	NIGHT	
	<b>X</b>	<b>X</b>		

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
<b>ANDERSON, C.W., CAN.</b>	<b>F/L</b>	<b>J7991</b>	<b>P.</b>	<b>KILLED</b>	NO. <b>AC.250</b>	DATE <b>2-5</b>
<b>SPEARS, J.D.M.,</b>	<b>Sgt.</b>	<b>R271242</b>	<b>A.G.</b>	<b>KILLED</b>	D 14 (REVISED)	
<b>SHAW, J.J.,</b>	<b>Sgt.</b>	<b>R269119</b>	<b>A.G.</b>	<b>KILLED</b>		
<b>WILLIAMS, S.A.,</b>	<b>Sgt.</b>	<b>R273034</b>	<b>A.G.</b>	<b>KILLED</b>	No.	CHECKED
<b>JONES, R.F.,</b>	<b>LAC</b>	<b>R207077</b>	<b>AFM</b>	<b>KILLED</b>	<b>1</b>	
					<b>1</b>	

MONTH

FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STRATRY  
FATAL  
INJ.

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		ON TYPE		TOTAL		TOTAL	
<b>Mercury</b>	<b>P.12669/S3650(Z)</b>	<b>45.</b>	<b>20.</b>	<b>8.</b>	<b>19.</b>	<b>174.</b>	<b>118.</b>
<b>XX Star</b>	<b>S.12712/3025(Z)</b>						

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 62

PURPOSE OF FLIGHT:

Scheduled Gunnery Ex.

TECHNICAL OFFICER'S REPORT:

Unknown.

LOC/AOC/PSF/4E/  
ES/NK

NATURE OF ACCIDENT:

A/C on approach crashed heading f  
away from field with wheels and flaps  
lowered. Cause obscure.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2556

CAUSE:- "Stalling of a/c but unable to determine whether caused by physical failure of pilot or loss of equilibrium due to engine failure."

RECOMMENDATIONS:- "That the radio station (Midway is ground call sign) keep a log record of all possible calls."

CONCLUSIONS OF A.I.B.:- Loss of control following failure of stbd. engine.

NOTE 1:- Airman pass. carried on the subject flight, was flown without permission. Officer who authorized flight admitted in evidence that he did not know that special permission was required for passengers to be flown.

REMARKS OF C.O.:- "Concur in report."

REMARKS OF AIR OFFICER COMMANDING:- "From the evidence submitted, it is apparent that this accident was caused by the a/c stalling, following engine failure of one engine, and subsequent inability of Pilot to control a/c. I concur generally in the findings and recommendations of the I.O. Matter of maintaining an adequate R/T watch for reception of distress signals had all ready been taken up with this and other units."

CLASSIFICATION:

19. Out of Control.

SECONDARY OR CONTRIBUTORY FACTORS:

26. Engine Trouble - Accident.

ACTION TAKEN:

Nil