

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 36 O.T.U. Greenwood, N.S. | COM. EAC | PLACE 1/2 mile W. of Auburn Kings Co. Nova Scotia. | DATE 17-2-44 | TIME 1129 | | |
| A/C TYPE MOSQUITO BXX | NO. KB. 109 | CRASH CAT. "A" | S.E. | M.E. X | DAY X | NIGHT |

COMMAND

| PERSONNEL | RANK | NUMBER | DUTY | INJURIES | SIGNAL | | | | | |
|---------------|------|------------|------|----------|---|---------|----|-----|----|-----|
| Gilmour, R.G. | F/O | J12225 | P | Killed | NO. | DATE | | | | |
| Teer, L.H. | RAF | P/O 154644 | NAV | Killed | A178 | 17-2 | | | | |
| | | | | | D 14 (REVISED) | | | | | |
| | | | | | NO. | CHECKED | | | | |
| | | | | | <table border="1"> <tr> <td>CR</td> <td>KIT</td> </tr> <tr> <td>#1</td> <td>2/2</td> </tr> </table> | | CR | KIT | #1 | 2/2 |
| CR | KIT | | | | | | | | | |
| #1 | 2/2 | | | | | | | | | |

MONTH

FORCED LANDING

TAXIING

LANDING

TAKE-OFF

FLIGHT

STATRY

FATAL

INJ.

3RD

5

RAF

W

TYPE OF UNIT
CATEGORY

| ENGINE | ENGINE NUMBER(S) | HOURS FLOWN BY PILOTS | | | | | |
|-------------|------------------|-----------------------|----|-------|------|------|----------|
| | | ON TYPE | | TOTAL | | | |
| | | NIGHT | | SOLO | DUAL | SOLO | DUAL |
| Merlin XXXI | P.A325681/A6332 | Totally | | | | | |
| Merlin XXXI | S.A325697/A6358 | | 77 | 180 | 28 | 7 | 1160 163 |

STAGE OF FLIGHT

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

PURPOSE OF FLIGHT:

Formation Flying.

NATURE OF ACCIDENT:

Cause of accident obscure. A/C apparently broke up in the air, accident of investigation.

CLASSIFICATION:

28. Structural failure.

14 Out of Control

SECONDARY OR CONTRIBUTORY FACTORS:

4. Misuse of controls.

39 Structural Failure

TECHNICAL OFFICER'S REPORT:

IRAI/PT/IRN/POW/ANAS ✓

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No2289

CAUSE : The leading probability is a pilot error. While there is no conclusive proof as to what the pilot was doing in the dive, nor conclusive proof of the absence of technical failure, the evidence of eye witnesses and the examination of wreckage make it greatly appear that a/c was flown and manoeuvred in such a way as to place a strain on the a/c's frame in excess of what it could bear.

Recommendations: (a) this case be cited as example pointing out to students that if they dive Mosquito a/c in excess of 400 knots they are asking for trouble (b) Disciplinary action be taken against pilots who do so without first receiving permission from C.O. or C.I.

CONCLUSIONS OF A.I.B.: Structural failure resulting

ACTION TAKEN: from excessive speed in a dive.

C.I. ACCIDENTS: Agree.