

PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE					
CAUSES OF ACCIDENTS													
UNIT 5 B.&G.S.		COM.		PLACE Lake Village.				DATE 10-1-43		TIME 1055			
Dafoe, Saskatchewan # 2		# 2		4 miles S.E. of Quill				H.Q. FILE 1700-10000					
A/C TYPE Bolingbroke		No. 10000		CRASH CAT. A		SE		ME		DAY NIGHT			
NAME		RANK	NO.	DUTY	INJURIES			SERIOUS					
Sugrue, T.J.		NZ	SGT 415428	P	Killed.			FATAL		INJURY			
Chappell, R.C.		NZ	SGT 414959	2P	Killed.			4					
McNeilly, J.A.			CPL R62202	AG	Killed.								
Moisley, W.R.		NZ	LAC 421982	AG	Killed.								
									CARD SERIAL NO.		X		
TYPE A/F & ENGINE		No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS						
Bolingbroke 10000		Total					INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS.
Mercury XVP12041 & S12047		Total							DUAL	SOLO	DUAL	SOLO	
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE			
A 6		10-1											
NATURE OF ACCIDENT													

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

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TYPE OF A/C

TYPE OF ENGINE

CATEGORY

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- TECH. 40
- DISOB. 39
- NEG'NCE 38
- INEXP'NCE 37
- MISCEL. 36
- INSTRUCT. 35
- FLT. CONTR. 34
- OTHERS 33
- PRIMARY 32
- FL. CONTR. 31
- MOV. SURFS. 30
- STAB. SURFS. 29
- W. STRUTS 28
- LAND. GEAR 27
- FLOATS 26
- FUSE. OR HULL 25
- TAIL SKID OR W. 24
- ENGINE MOUNT. 23
- MISCEL. 22
- UND'TD 21
- PRIMARY 20
- FUEL SYS. 19
- COOL SYS. 18
- IGNIT. SYS. 17
- LUB'N SYS. 16
- ENG. STR. 15
- AIRSCREW A. 14
- ENG. CONTRS. 13
- MISCEL. 12
- UND'TD 11
- PRIMARY 10
- HAND Q. 9
- INSTS. 8
- WEATHER 7
- DRKNS. 6
- ALG SURF. 5
- OTHER 4
- UND'TD 3
- PRIMARY 2
- TAKING 1
- LANDING 0
- TAKE-OFF 0
- FLIGHT 0
- STATRY 0
- FATAL 0
- INJ. 0
- 3RD. 0

DUTY ON WHICH ENGAGED:

Gunnery exercise.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER'S REPORT

DATE: 11 Jan./43

F/L. E.W.C. Sharpe (C2797) *of*

COMPOSITION:

No. 2 T.C. HQ.

~~100/100/100~~ INK/CN

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft struck ground at high speed out of control, believed to have spun into ground. After which a/c caught fire and was totally destroyed.

RECOMMENDATIONS:

That constant iteration to, and impressing on, all pilots that Bolingbroke a/c must be flown with caution and only within its allowed limits of manoeuvre, at an adequate speed and in accordance with all pertinent flying regulations, particularly when pilot is relatively unfamiliar with a/c and its operational characteristics.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

CONCLUSIONS OF A.I.B.

A/c, with staff pilot, on authorized routine gunnery exercise, went out of control, rolled and spun into ground with engines on, catching fire. Loss of control due to reasons not disclosed in evidence.

PRIMARY CAUSE:

~~59. Obscure. But possible that pilots were attempting to exchange seats and before change was completed, a/c rolled and neither of them were again able to get back to a position whence the controls could be adequately operated.~~

19 Out of Control 19
SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Pilot error. REMARKS OF C.I.A.~~

See Summary of Accident Investigation No. 768.

~~18. Loss of control.~~

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____