

PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE					
CAUSES OF ACCIDENTS													
UNIT 1 B.&G.S.		COM. # 1		PLACE 1 mile E. of Aerodrome				DATE 3-1-43		TIME 115			
Jarvis, Ontario		# 1		1 mile E. of Aerodrome				H.O. FILE		1700-9964			
A/C TYPE Bolingbroke IV		No. T9964		CRASH CAT. A		SE		ME		DAY NIGHT			
NAME			RANK	No.	DUTY	INJURIES			SERIOUS				
Troutbeck, G.R.			F/S	R122717	P	Dangerously Diad			FATAL	INJURY			
Doan, W.C.			CPL	R52188	OC	Killed			2	2			
McLean, L.A.			AC1	R173046	OC	Slight			CARD SERIAL No. X				
Sibley, G.A.			AC1	R173042	OC	Slight							
TYPE A/F & ENGINE		No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS						
Bolingbroke IV		T9964	Total				INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS.
Mercury		15 P57019 & S57286			N11				DUAL	SOLO	DUAL	SOLO	
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE			
A 121		3-1											
NATURE OF ACCIDENT													

MISCELLANEOUS CAUSES
 STAGE OF FLIGHT

HAND O.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND'TD
 PRIMARY
 TAKING
 LANDING
 TAKE-OFF
 FLIGHT
 STAIRY
 FATAL
 INI.
 3RD. S.

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Test flight.

OR COMMANDING OFFICER'S REPORT:

710

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

000 / ² / PCDE / ES / PM / P / D
D.14
CAUSE

Starboard engine apparently cut on takeoff and aircraft spun in, after a violent right hand turn.

COMPOSITION:

Accident was due to failure of power plant immediately after a/c became airborne, due to pilot taking off with the selector cock turned to the 87 octane tank. Final crash due to pilot attempting to turn gas selector cock to 100 octane tank instead

RECOMMENDATIONS:

of concentrating on control of a/c. That there should be more thorough detailed instruction and check of staff pilots in cockpit drill, and emergency action to complete single engine landings in cases of emergency.

PRIMARY CAUSE:

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

ACTION TAKEN:

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

~~54. Engine failure in the air.~~

14

14 Out of Control

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Believed when stbd engine cut out pilot did not have enough time or height to make quick correction or forced landing.~~

26

flew into Ground

RECORDED BY

DATE

CHECKED BY

DATE