

60	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
JU.	TECH.	DISOB.	NEG. NCE	INEXP. NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTRS.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND GEAR	FLOATS	FUSE. OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UND. TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB. N. SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND. TD
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
TYPE OF A/C	PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE															
CAUSES OF ACCIDENTS																														
UNIT	No. 2 B.&G.S.		COM.	# 4		PLACE	M.A.										DATE	19-3-43		TIME	1110									
Mossbank, Sask.																H.Q. FILE		1100-99-83												
A/C TYPE	Bolingbroke IV-T				No.	9983		CRASH CAT.	B		SE	ME		x		DAY	NIGHT		x											
NAME			RANK	No.	DUTY		INJURIES					SERIOUS																		
Johnston, C.L.			WO2	R88735	SP	Nil							FATAL	INJURY																
Fisher, C.N.M.			LAC	R165145	WAG	Nil																								
Legge, P.St.C.			LAC	R164531	WAG	Nil																								
Small, R.L.			LAC	R128561	WAG	Nil							CARD SERIAL NO.																	
												X																		
TYPE A/F & ENGINE		No.	EXTENT OF DAMAGE		REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS																						
B'broke IV-T 9983			Serious					INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS.																
										DUAL	SOLO	DUAL	SOLO																	
Mercury XV P.12036 & S. -			Slight																											
SIGNAL No. & DATE		UNIT No. & DATE			COM. No. & DATE			REPORT	FILE	DATE																				
A 239 19-3-43																														
NATURE OF ACCIDENT																														
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
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
MISCELLANEOUS CAUSES															STAGE OF FLIGHT															
HAND Q.															PRIMARY															
INSTS.															UND. TD															
WEATHER															LANDING															
DRKNS.															TAKEOFF															
ALG SURF.															FLIGHT															
OTHER															STATRY															
UND. TD															FATAL															
PRIMARY															INJ.															
TAXIING															3RD.															
															5															
															2															
															1															

DUTY ON WHICH ENGAGED:

Routine gunnery exercises.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

#852

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 19 March/43

INVESTIGATING OFFICER

COMPOSITION:

G.F.D. Willis (C797), #2 B.G.S.

Pilot was landing on return from gunnery exercises. He landed on extreme port side of runway. Port wheel caught in soft snow on runway edge which caused the A/C to ground loop to port. U/C indicator U/S but not contributory cause.

LS/PSS/PS J

RECOMMENDATIONS:

Endorsement of Log Book for error in judgment on part of pilot in that he landed a/c on left side of runway within 5 ft. of a snowbank when the full width of runway was available.

PRIMARY CAUSE:

J. Willis

41. Bad surface.



Pilot landed a/c on extreme port side of runway. Port wheel caught in soft snow & a/c ground looped.

ACTION TAKEN:

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

Indicator showed U/C not locked but horn did not blow so pilot assumed U/C locked as same trouble had been experienced on previous landing.

CONCLUSIONS OF A.I.B. (#852)

Agree with findings.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

32. Pilot error.

L14 and Mtee Work Order Sheet showed no notation re U/S of U/C position indicator altho trouble had been experienced previously.

RECORDED BY

DATE

CHECKED BY

DATE