CAUSES OF ACCIDENTS

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

JU. TECH. DISOB. NEG'NCE INEXP'NCE MISCEL. INSTRUCT. FLT. CONTR. OTHERS PRIMARY FL. CONTS. 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. IGNITION SYS. LUB'N SYS. ENG. STR. AIRSCREW A. ENG. CONTS. MISCEL. UND'TD PRIMARY

TYPE OF A/C

UNIT	COM.	PLACE	DATE	TIME
#5 B. & G. S. Dafoe, Sask.	#2 TC	Approx. 2 miles NE of M.A.	10.4.43	0825

H.Q. FILE 1100-99-27

A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT
Bolingbroke IVT	9927	A		X	X	

TYPE OF ENGINE

NAME	RANK	No.	DUTY	INJURIES
Hersey, J.F.A.	FS	R113577	P	Nil
Ferguson, H.L.	LAC	R159102	Trainee	Nil
Flanagan, J.B.	LAC	R165419	"	Nil
Whitehead, L.M.	LAC	R79586	AEM	Pass. Nil

SERIOUS: FATAL | INJURY

CARD SERIAL No.

MISCELLANEOUS CAUSES

HAND Q. INSTS. WEATHER DRKNS. A/G SURF. OTHER UND'TD PRIMARY TAXYING LANDING TAKE-OFF FLIGHT STAT'RY

FATAL INJ. 3RD. INJURY

STAGE OF FLIGHT

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE
Bolingbroke		#9927	Seriously		
Mercury XV	238604	/S56902	Slightly		
	238715	/S57013	Slightly		

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE DUAL	ON TYPE SOLO	TOTAL DUAL	TOTAL SOLO	LAST 6 MOS.

CATEGORY: A B C D

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
A.35 10.4.43					

NATURE OF ACCIDENT

DUTY ON WHICH ENGAGED:
Gunnery drogue exercise.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:
Both motors cut out 4 or 5 minutes after take off. Wheels up landing made in muddy stubble field. Both propellors damaged and nose buckled.

PRIMARY CAUSE:
54. ~~Engine failure in the~~ air.
13. Forced Land. 15

SECONDARY CAUSE OR CONTRIBUTING FACTORS:
~~32. Pilot error.~~

COURT OF INQUIRY, INVESTIGATING OFFICER OR COMMANDING OFFICER'S REPORT:

DATE:

COMPOSITION:

RECOMMENDATIONS:

ACTION TAKEN:
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

From letter stating:- No reports of carburettor icing that day. There was no sign of water or dirt in the gas tanks and it would appear that only logical reason for the stopping of both engines would be that the pilot turned the positions of the fuel cocks to the "OFF" position rather than the "INNER" tank position.
Log book endorsed and he was given a severe reprimand.

RECORDED BY DATE

CHECKED BY DATE

R.C.A.F. FORM L20 REQ. 1247 10M—15-11-41