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DISOB.	NEG-NCE	INEXP-NCE	MISCEL.	INSTRUCT.	FLT CONTR.	OTHERS	PRIMARY	FL CONTRS.	MOV SURFS.	STAB SURFS.	W STRUTS	LAND CLEAR	FLOATS	FUSE OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UNDTD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	EN. STR.	AIR CREW A.	ENG. CONTRS.	MISCEL.	UNDTD	PRIMARY	HAND Q.	INSTS.	WEATHER	DRKNS.	ALG SURF.	OTHER	UNDTD	PRIMARY	TAXING	LANDING	TAKE-OFF	FLIGHT	STABTY	FATAL	INJ.	3RD.	INJ.	2ND.	INJ.	1ST.
PILOT		OTHERS			AIRFRAME FAILURE										ENGINE FAILURE																																		
CAUSES OF ACCIDENTS																																																	
UNIT #8 B. & G. S.		COM. #4 TC		PLACE M.A.		DATE 5.5.43		TIME 1630																																									
Lethbridge						H.Q. FILE 1100-101-18																																											
A/C TYPE Bolingbroke IVT		No. 10118		CRASH CAT. A		SE		ME X		DAY X		NIGHT																																					
NAME				RANK		NO.		DUTY		INJURIES				SERIOUS																																			
Harradence, A.M.				Sgt		R102086		P		Slightly				FATAL		INJURY																																	
McDougall, S.D.C.				PO		J24539		GI		Nil						1																																	
Smith, S.D.				LAC		R166876		AG		Nil																																							
Rounce, N.H.				LAC		GB1306931		AG		Nil																																							
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																					
Bolingbroke #10118		Totally										INST.		NIGHT		ON TYPE				TOTAL		LAST 6 MOS.																											
Mercury XV P12382/S12321		Seriously										26		20		3		150		55		395																											
SIGNAL No. & DATE		UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																															
A.220		5.5.43																																															
NATURE OF ACCIDENT																																																	

DUTY ON WHICH ENGAGED:

Routine Gunnery Schedule

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D.14

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Attempting to land, pilot saw was overshooting & at about 50' in air started to give throttle to make another circuit, but stalled. A/c did about a quarter of a turn of a spin to hit on nose & wing tip, swung around & end up approx. 300'

DATE: 6 May/43

INVESTIGATING OFFICER

COMPOSITION:

F/L. P.M. Hale, C.3880

*00C/R/40C/P25/40/N*

RECOMMENDATIONS:

This type of accident cannot be prevented but chances of this nature will be greatly decreased now that a Flying Instructor has been posted to B. & G.S.'s to check staff pilots.

PRIMARY CAUSE: off runway.

29. Overshooting

~~Pilot error & lack of flying experience in that the pilot overshot the aerodrome & lost flying speed before attempting to go around.~~

*OVERSHOT*

ACTION TAKEN:

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

Conclusions of A.I.B. (932)

Concur with the findings on the evidence. No evidence was given indicating that either of the engines had been examined and it is possible that complete engine failure or mishandling of the engine by the pilot may have contributed to the accident.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~32. Pilot error~~

~~22. Stalling~~

RECORDED BY

DATE

CHECKED BY

DATE