

32 1	31 2	30 3	29 4	28 5	27 6	26 7	25 8	24 9	23 10	22 11	21 12	20 13	19 14	18 15	17 16	16 17	15 18	14 19	13 20	12 21	11 22	10 23	9 24	8 25	7 26	6 27	5 28	4 29	3 30	2 31	1 32	19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1								
CAUSES OF ACCIDENTS																																	19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1							
PILOT						OTHERS						AIRFRAME FAILURE									ENGINE FAILURE												MISC. CAUSES			STAGE OF FLIGHT				
UNIT #31 B. & G.S.						COM. #1 TC						PLACE M.A.									DATE 7.5.43			TIME 1530			MISC. CAUSES			STAGE OF FLIGHT										
Picton, Ont.						#1 TC						M.A.									H.Q. FILE 1100-90-16			TIME 1530			MISC. CAUSES			STAGE OF FLIGHT										
A/C TYPE Bolingbroke IVW						No. 9016						CRASH CAT. C.4			SE			ME X			DAY X			NIGHT			MISC. CAUSES			STAGE OF FLIGHT										
NAME						RANK			No.			DUTY			INJURIES						SERIOUS			MISC. CAUSES			STAGE OF FLIGHT													
Skelding, E.D.						Sgt			658664			P			Nil						FATAL INJURY			MISC. CAUSES			STAGE OF FLIGHT													
Couchman, E.						LAC			1253653			AB			Nil									MISC. CAUSES			STAGE OF FLIGHT													
Harper, J.D.						LAC			1432592			AB			Nil									MISC. CAUSES			STAGE OF FLIGHT													
TYPE A/F & ENGINE						No.			EXTENT OF DAMAGE			REPORT FORM			SERIAL No.			DATE			HOURS FLOWN BY PILOTS						MISC. CAUSES			STAGE OF FLIGHT										
Bolingbroke #9016						Serosly												INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.		MISC. CAUSES			STAGE OF FLIGHT									
Twin Wasp 2619/2621						Nil												34		25		4 108		131 317		MISC. CAUSES			STAGE OF FLIGHT											
SIGNAL No & DATE						UNIT No. & DATE						COM. No. & DATE						REPORT						FILE						DATE						MISC. CAUSES			STAGE OF FLIGHT	
A.157						8.5.43																														MISC. CAUSES			STAGE OF FLIGHT	
NATURE OF ACCIDENT																																	19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1							

DUTY ON WHICH ENGAGED:

Gunnery exercises

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Stbd. u/c collapsed while running  
up on the tarmac.

COURT OF INQUIRY, INVESTIGATING OFFICER

D.14 #5

OR COMMANDING OFFICER'S REPORT:

DATE:

10/1/2000

COMPOSITION:

RECOMMENDATIONS:

It is considered that to place the selector lever in "By-Pass" when running up, in accordance with Command Instructions #45/11 is a dangerous practice, at least for Mark IVW Bolingbroke, whether ground safety links are used or not.

PRIMARY CAUSE:

~~57. Miscellaneous~~

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*U/C FAILURE*  
(Spontaneous unlocking of the stbd. u/c leg.) (Hydraulic selector lever was in "By-Pass")  
(Absence of ground safety link on stbd. leg)

ACTION TAKEN:

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

Nil

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~33. Technical defect~~

*35. U/C DEFECT.*

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RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_