

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1		
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	32		
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																			
CAUSES OF ACCIDENTS																																	
UNIT #8 B.G.S. Lethbridge		COM. 4		PLACE 1/4 mile NE Lethbridge										DATE 27.5.43		TIME 1145																	
A/C TYPE Bolingbroke IVI		No. 10078		CRASH CAT. B		SE		ME x		DAY x		NIGHT		H.Q. FILE 1100-100-78																			
NAME			RANK		No		DUTY		INJURIES				SERIOUS																				
Jennings, J.E.			FL		C2428		P		Nil				FATAL		INJURY																		
Orr, J.S. (GB)			LAC		1566872		AB		Nil																								
Morris, J.C. (GB)			LAC		1672980		AB		Nil																								
Williams, N.F.N.			AC2		R251329		Pass.		Nil				CARD SERIAL No.		K																		
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																					
Bolingbroke 10078		10078		Serious								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.															
												15 18		3 45		85 1175																	
Mercury XV P.12222 & S.12173				Serious																													
SIGNAL No & DATE				UNIT No & DATE				COM. No & DATE				REPORT				FILE				DATE													
A.223 27.5.43																																	
NATURE OF ACCIDENT																																	

CAUSES
 MISCELLANEOUS
 STAGE OF FLIGHT
 HAND Q.
 PRIMARY
 UND/TD
 INSTS.
 WEATHER
 DRKNS.
 AL-G SURF.
 OTHER
 UND/TD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD.
 INJ.
 RAF
 IN

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Routine gunnery flight.

OR COMMANDING OFFICER'S REPORT:

D-14 # 12.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Pilot states he joined circuit at a COMPOSITION:

FR/RO/E SP/NA/CL/VO/13

bout 1500 ft., changed gas cocks from 87 to 100 octane tanks and prepared to land. At about 1000 ft., port engine failed. A/C would not maintain altit-

RECOMMENDATIONS:

ude on one engine and pilot was forced to land A/C in wheat field about 1/4 mi. N.E. aerodrome, with u/c retracted.

The port gas cock is in a very bad place. It should be modified and put in a position so that it can be in a better view of the pilot.

PRIMARY CAUSE:

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

It is possible that in changing from 87 octane to 100 octane the pilot

inadvertently shut the fuel cock off. ACTION TAKEN:

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

FORCED LANDING.

NIL

17

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

ENGINE TROUBLE-

ACCIDENT

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RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____