

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		COM.		PLACE		DATE		TIME																							
No.8 B.&.G.S.		# 4		M.A.		29-5-43		1000																							
Lethbridge, Alta.						H.Q. FILE		1100-98-91																							
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																			
Bolingbroke IV-T		9891		B				x		x																					
NAME		RANK		No.		DUTY		INJURIES		SERIOUS																					
Wilson, C.D.W.		WO2		R114027		P		Nil		FATAL		INJURY																			
Park, H.		GB		LAC		1629625		AB		Nil																					
Nicholls, A.M.		GB		LAC		1586632		AB		Nil																					
Dunsmuir, J.M.		P/O		J21396		Inst.		Nil		CARD SERIAL No.		U																			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
B'roke IV-T 9891		9891		Serious								INST		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.											
												33		58		1		186		101 447											
Mercury XV P.S898		& S.2903		Slight																											
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																					
A224 29-5-43																															
NATURE OF ACCIDENT																															

19 UNDTD
 18 PRIMARY
 17 UNDTD
 16 HAND O.
 15 INSTS
 14 WEATHER
 13 DRKNS.
 12 AL'G SURF.
 11 OTHER
 10 UNDTD
 9 PRIMARY
 8 TAXING
 7 LANDING
 6 TAKE-OFF
 5 FLIGHT
 4 STATRY
 3 FATAL
 2 INJ.
 1 INJURY

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:

Routine gunnery flight.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-14 # 14.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

When pilot attempted to raise landing gear after take-off, it would not fully retract. Further attempts and the use of the auxiliary pump also failed. Pilot then proceeded to make belly landing on aerodrome with u/c partly retracted.

COMPOSITION:

A/C/UPH ✓

As A/C hit ground, the weight was put on u/c, causing it to fully retract. A/C skidded on belly landing causing damage.

RECOMMENDATIONS:

It is suggested that all Bolingbroke a/c be equipped with C.O.2 bottles, as soon as possible, as this accident might have been avoided had the a/c been equipped with one.

PRIMARY CAUSE:

33. ~~Technical defect.~~

~~Failure of U/C hydraulic system.~~

u/c FAILURE

5

ACTION TAKEN:

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

NIL

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

34. ~~Wheels up landings.~~

u/c DEFECT

35

RECORDED BY

DATE

CHECKED BY

DATE