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CASPIR Aircraft Accident Cards

Serial: 10027

Title: Bristol Bolingbroke Mk. IVT serial:10027 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1943-May-30. Bolingbroke IVT s/n 10027. This accident involved 4 people. Berto HH, Kidd GW, Robovsky M, Schiffhouer RJ

Keywords: RCAFBolingbroke IVT,10027,4 BGS,4 Bomb & Gunnery School,Shedden Ontario,1943-May-30,Berto,Kidd,Robovsky,SchiffhouerRCAF L20

Created: 1943-05-30

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000258#10027

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. IGNIT. SYS. LUB'N SYS. ENG. STR. AIRSCREW A. ENG. CONTS. MISCEL. UND'TD

PRIMARY HAND. Q. INSTS. WEATHER DRKNS. AL'G SURF. OTHER UND'TD

PRIMARY TAXYING LANDING TAKE-OFF FLIGHT STAT'RY

FATAL INJ. 3RD. S. INJURY

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

TYPE OF A/C

TYPE OF ENGINE

CATEGORY A B C D

UNIT: No. 4 B&.G.S. Fingal, Ont.	COM.: # 1	PLACE: 2 mi. West of Shedden, Ont.	DATE: 30-5-43
			H.Q. FILE: 1100-100-27
			TIME: 1400

A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT
Bolingbroke IV-T	10027	B		X	X	

NAME	RANK	No.	DUTY	INJURIES
Schiffhouer, R.J.	F/S	R114114	P	Nil
Robovsky, M.	LAC	R170647	AB	Nil
Kidd, G.W. GB	LAC	1158075	AB	Nil
Berto, H.H.	LAC	R151743	AEM	Nil

SERIOUS: FATAL | INJURY

CARD SERIAL No.: X

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE
B'broke	IVT 10027	Serious			
Mercury	12000 & 10027	Serious			

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE DUAL	ON TYPE SOLO	TOTAL DUAL	TOTAL SOLO	LAST 6 MOS.
38	85	4	75	106	434	

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
A46 30-5-43					

NATURE OF ACCIDENT

DUTY ON WHICH ENGAGED:
Routine gunnery exercise.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:
Controls did not respond on cross wind leg in circuit and A/C swerved to right. Pilot could not correct and made wheels up forced landing.

PRIMARY CAUSE:
32. Pilot error.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

COURT OF INQUIRY, INVESTIGATING OFFICER OR COMMANDING OFFICER'S REPORT:
D-14 # 13.

DATE:

COMPOSITION: 1 Acc/Acc/PSM

RECOMMENDATIONS:

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

CONCLUSIONS OF A.I.B.

An examination of the wreckage and the evidence collected from the survivors of the crash points conclusively that this accident was due to pilot error There is a possibility that this pilot's mind became confused because he had had a single engine landing 3 days before.

RECORDED BY DATE

CHECKED BY DATE

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