

|                                  |    |                   |   |                |          |       |        |                       |       |       |                 |         |                |           |         |       |              |           |         |         |        |      |        |      |       |      |      |      |     |      |        |      |     |      |     |  |   |  |
|----------------------------------|----|-------------------|---|----------------|----------|-------|--------|-----------------------|-------|-------|-----------------|---------|----------------|-----------|---------|-------|--------------|-----------|---------|---------|--------|------|--------|------|-------|------|------|------|-----|------|--------|------|-----|------|-----|--|---|--|
| 192                              | 61 | 60                | 59  | 58             | 57       | 56    | 55     | 54                    | 53    | 52    | 51              | 50      | 49             | 48        | 47      | 46    | 45           | 44        | 43      | 42      | 41     | 40   | 39     | 38   | 37    | 36   | 35   | 34   | 33  | 22   | 31     | 7    |     |      |     |  |   |  |
| ACCIDENT CLASSIFICATION          |    |                   |   |                |          |       |        |                       |       |       |                 |         |                |           |         |       |              |           |         |         |        |      |        |      |       |      |      |      |     |      |        |      |     |      |     |  |   |  |
| UNIT 2 B.G.S.<br>Mossbank        |    | COM. 4            | PLACE In danger area over<br>Johnston Lake, approx. 10<br>miles north of M.A. |                |          |       |        |                       |       |       |                 |         |                |           |         |       | DATE 28.6.43 | TIME 1000 |         | COMMAND |        |      |        |      |       |      |      |      |     |      |        |      |     |      |     |  |   |  |
| A/C TYPE<br>Bolingbroke IVT      |    | No. 9981          |   | CRASH CAT. C.2 |          | S.E.  |        | M.E. X                |       | DAY X |                 | NIGHT   |                | H.Q. FILE |         | MONTH |              |           |         |         |        |      |        |      |       |      |      |      |     |      |        |      |     |      |     |  |   |  |
| PERSONNEL                        |    | RANK              | NUMBER  | DUTY           | INJURIES |       | SIGNAL |                       | MONTH |       | STAGE OF FLIGHT |         | FORCED LANDING |           | TAXYING |       | LANDING      |           | TAKEOFF |         | FLIGHT |      | STATRY |      | FATAL |      | INJ. |      | 3RD |      | INJURY |      | RAF |      | M N |  |   |  |
| Monaghan, J.J.R.C.               |    | FO                | J20268  | SP             | Nil      |       | No.    |                       | DATE  |       | D 14 (REVISED)  |         | No.            |           | CHECKED |       | 1            |           | 2       |         | 4      |      | 7      |      | 1     |      | 2    |      | 4   |      | 7      |      | 1   |      | 4   |  |   |  |
| Clark, H.C. (GB)                 |    | LAC               | 1800681   | AB             | Nil (GB) |       | 5      |                       | X     |       | 15              |         | 1              |           | 2       |       | 4            |           | 7       |         | 1      |      | 2      |      | 4     |      | 7    |      | 1   |      | 4      |      | 7   |      | 1   |  | 4 |  |
| Huston, L.L.                     |    | LAC               | R178284   | AB             | Nil      |       | 15     |                       | X     |       | 15              |         | 1              |           | 2       |       | 4            |           | 7       |         | 1      |      | 2      |      | 4     |      | 7    |      | 1   |      | 4      |      | 7   |      | 1   |  | 4 |  |
| Hector, D.J. (GB)                |    | LAC               | 1324342   | AB             | Nil      |       | 15     |                       | X     |       | 15              |         | 1              |           | 2       |       | 4            |           | 7       |         | 1      |      | 2      |      | 4     |      | 7    |      | 1   |      | 4      |      | 7   |      | 1   |  | 4 |  |
| <del>NOT A FLYING ACCIDENT</del> |    |                   |   |                |          |       |        |                       |       |       |                 |         |                |           |         |       |              |           |         |         |        |      |        |      |       |      |      |      |     |      |        |      |     |      |     |  |   |  |
| ENGINE                           |    | ENGINE NUMBER (S) |   | INST.          |          | NIGHT |        | HOURS FLOWN BY PILOTS |       |       |                 | ON TYPE |                | TOTAL     |         | SOLO  |              | DUAL      |         | SOLO    |        | DUAL |        | SOLO |       | DUAL |      | SOLO |     | DUAL |        | SOLO |     | DUAL |     |  |   |  |
| Mercury Port                     |    | 12039/56874       |   | Nil            |          |       |        |                       |       |       |                 |         |                |           |         |       |              |           |         |         |        |      |        |      |       |      |      |      |     |      |        |      |     |      |     |  |   |  |
| Stbd.                            |    | 56983             |   | Nil            |          |       |        |                       |       |       |                 |         |                |           |         |       |              |           |         |         |        |      |        |      |       |      |      |      |     |      |        |      |     |      |     |  |   |  |
| ACCIDENT CLASSIFICATION          |    |                   |   |                |          |       |        |                       |       |       |                 |         |                |           |         |       |              |           |         |         |        |      |        |      |       |      |      |      |     |      |        |      |     |      |     |  |   |  |
| 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  | RAF  | M      | N    |     |      |     |  |   |  |

PURPOSE OF FLIGHT:

Routine gunnery exercise

NATURE OF ACCIDENT:

Presumed gunner turned turret & depressed guns to such a position that the burst of fire struck tail plane & elevators.

CLASSIFICATION:

57. Miscellaneous

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

IM/x11

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

RECOMMENDATION

Equipment for modification E/10/10/2 is not yet available. Installation of the new type cam of the 101 series would prevent a recurrence of this type of accident, w/o requiring action on modification E/10/10/2.

ACTION TAKEN: