

ACCIDENT CLASSIFICATION

UNIT 5 B. & G. Dafoe, Sask.	COM. 2	PLACE 3 miles N.E. Main aerodrome	DATE 8-7-43	TIME 0540
A/C TYPE Bolingbroke IVT		No. 10072	CRASH CAT. A	H.Q. FILE 1700-100-72

S.E.	M.E.	DAY	NIGHT
	X	X	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Colvin, D.A.	P/O	J26031	P	Fatal	No. A 47	DATE 8-7
Dorrell, W.W.	GB	LAC 1459140	AB	Fatal	D 14 (REVISED)	
Harries J.G.	GB	LAC 1560168	AB	Fatal	No. 1	CHECKED X
					5	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS						
Mercury P	12255/S50218	Total	INST.	NIGHT	ON TYPE		TOTAL	
	S 12253/S50158				Solo	Dual	Solo	Dual
			37	16	340	2	720	100

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAXYING

LANDING

TAKE-OFF

FLIGHT

STATRY

FATAL

INI.

3RD

INJURY

5

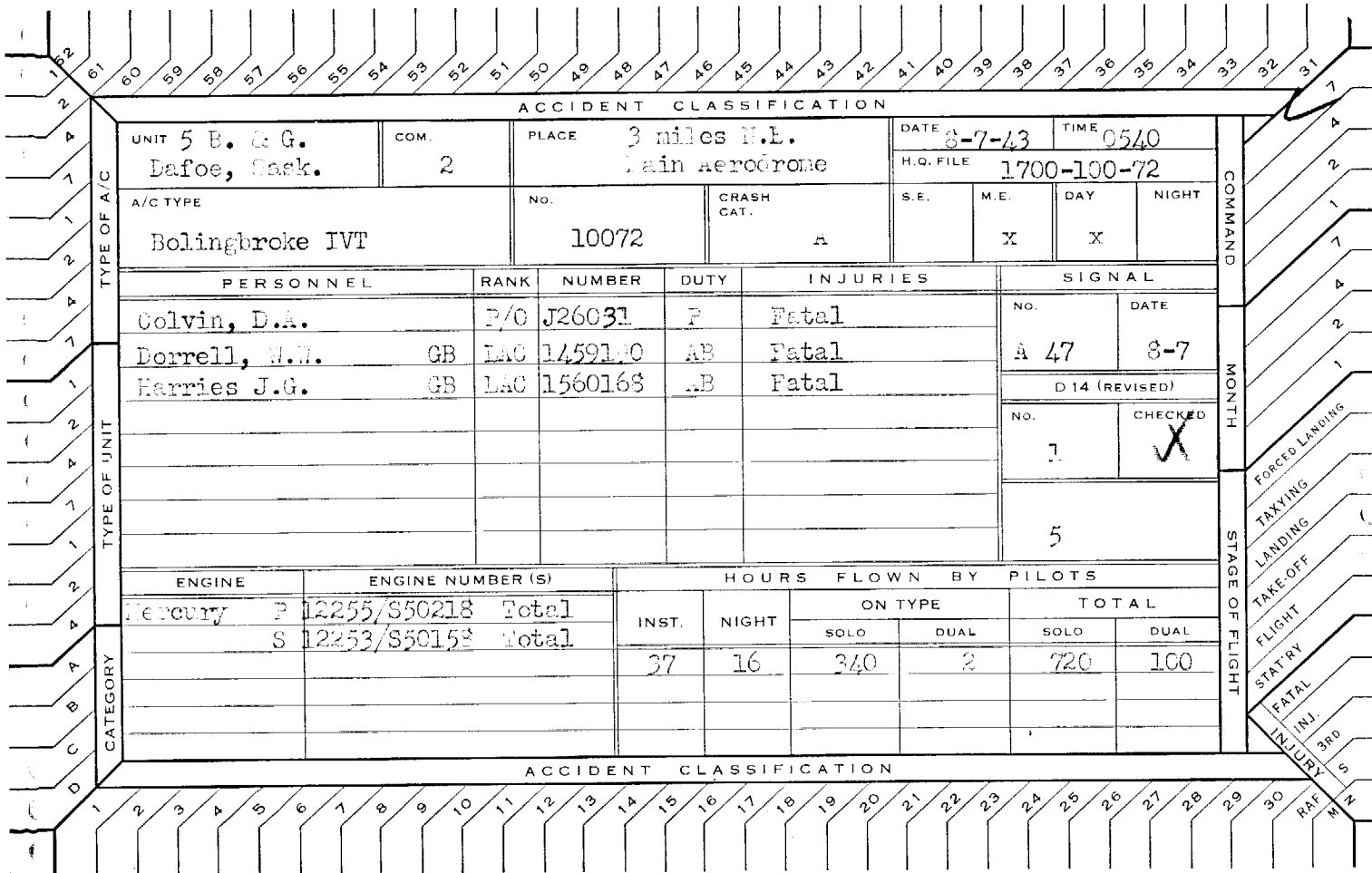
RAF

W

TYPE OF A/C

TYPE OF UNIT

CATEGORY



PURPOSE OF FLIGHT:

Routine Gunnery Exercise

NATURE OF ACCIDENT:

Attempted tight turn right to get on drogue at 1400'. Went into spin to right and struck ground. Spin believed due to high speed stall in turn at relatively low airspeed as A/C was seen to flick into spin. Possibility that bottom engine cut in the turn causing A/C to flick into spin.

CLASSIFICATION:

~~18. Loss of control~~

19. *Out of control*

19

SECONDARY OR CONTRIBUTORY FACTORS:

~~32. Pilot error~~

~~23. Spinning~~

TECHNICAL OFFICER'S REPORT:

100/400/PSE/N/A

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 1060

Staff pilot either blacked himself out by a very steep exceptionally tight turn or stalled his A/C by putting it into a steep exceptionally tight turn without ensuring adequate speed for the manoeuvre.

CONCLUSIONS OF A.I.B.

Agree.

Note: The flight commander being aware for two months of P/O Colvin's disregard for flying discipline should have taken measures to correct it before killing himself and two U/T Air Bombers.

P/O Colvin was not "happy in the service" after his 14 months of staff pilot duties at the same unit.

ACTION TAKEN: