

CATEGORY		TYPE OF UNIT		TYPE OF A/C		ACCIDENT CLASSIFICATION												COMMAND		MONTH		STAGE OF FLIGHT				
						UNIT No. 7 B.G.S. Paulson, Man.		COM. # 2	PLACE 12 mi. N. of F.A.		DATE 27-7-43	TIME 0620		H.Q. FILE		S.E.	M.E.									
		A/C TYPE Dolingbroke IVT		NO. 9944	CRASH CAT. A																					
		PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL																	
		Mathers, R.D.		WO2	R100588	P	Fatal		No.	DATE																
		Esselmont, R.D.		P/O	J25347	AB(Ins)	Fatal		A85	27-7																
		Trudel, P.A.		LAC	R172077	AB	Fatal		D 14 (REVISED)																	
		Glenday, E.M.		NZ LAC	425896	AB	Fatal		No.	CHECKED																
									3	<input checked="" type="checkbox"/>																
									No. 18																	
		ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS																				
		Mercury IX		P.550073	total	INST.	NIGHT	ON TYPE		TOTAL																
				P.54485	total			SOLO	DUAL	SOLO	DUAL															
						22	21	325	1	987	96															

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT

4
2
1
7
4
2
1
FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJURY
3rd
INJ
5
N

PURPOSE OF FLIGHT:

Scheduled gunnery exercise.

NATURE OF ACCIDENT:

A/c struck ground in dive from 3000' height. Fuel tanks exploded on impact, completely wrecking and disintegrating airplane and zero engines. Was flying level when right wing suddenly flicked downward until it and left were practically vertical to ground. Nose then dropped until pointing straight down when A/C made a further one quarter turn on its longitudinal axis towards its right and continued vertical to the ground.

CLASSIFICATION:

~~37. Disobedience of standing orders.~~

19. Out of control

19

SECONDARY OR CONTRIBUTORY FACTORS:

~~18. Loss of control~~

41. Disobedience of orders.

41

TECHNICAL OFFICER'S REPORT:

151

100/A00/PNK

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2008

Obscure

CONCLUSIONS OF A.I.B. - Agree with findings.

No evidence of pilot's attitude towards his staff pilot duties at the unit.

Log book of pilot contained 5 endorsements for breaches of flying regulations.

From position of bodies in the wreck and behaviour of the A/C, considered there is strong circumstantial evidence that pilot and bombing instructor were changing seats in the air and the A/C falling out of control during change over.

Note: P/O Esselmont (P.I.) was a washed-out pilot with 167 hours flying time who was anxious to fly. Had personal troubles shortly before

ACTION TAKEN: accident which caused him worry.

H.A.