

62 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 32 31

ACCIDENT CLASSIFICATION

UNIT Mt. View # 6 B.G.S.		COM. 1	PLACE 1; miles NW of M.A.			DATE 14-12-43	TIME 1315	
A/C TYPE BOLINGBROKE 1VT		NO. 10014		CRASH CAT. "A"		H.Q. FILE 1700-10014		
						S.E. x	M.E. x	DAY NIGHT
PERSONNEL			RANK	NUMBER	DUTY	INJURIES		SIGNAL
Curry, A.M.			P/O	J38122	P	Killed		No. DATE
Jolly, R.E.			LAC	R213852	OC	Killed		A 1 14-12
Collins, L.S.			LAC	R213446	OC	Killed		D 14 (REVISED)
Galloway, W.N.			LAC	R97745	OC	Killed		No. CHECKED
								# 2
								# 1
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				
Bristol Mercury XX		/52599		INST.	NIGHT	ON TYPE		TOTAL
		/52575 total				SOLO	DUAL	SOLO DUAL
				50	146	46	3	914 145

COMMAND MONTH STAGE OF FLIGHT

FORCED LANDING  
TAXYING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJ.  
3rd

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 REF M 2

PURPOSE OF FLIGHT:

Gunnery exercise.

NATURE OF ACCIDENT:

A/C was making approach for landing too close behind another a/c. Control officer gave red light to go around again. Pilot attempted to do another circuit but stalled and crashed when about 1/4 way round. Believed one engine only caught when throttles opened and pilot failed to maintain control.

CLASSIFICATION:

~~23. Engine failure.~~ 19

19. Out of Control

SECONDARY OR CONTRIBUTORY FACTORS:

~~9. Swinging.~~  
~~12. Loss of control.~~

~~26~~  
No Engine trouble -  
Accident

R. G. A. F. L. 20 (REVISED)  
7M.4.43 (3202) K.P. 5051  
H. Q. 866-L 20

TECHNICAL OFFICER'S REPORT:

Nil

1200/100/1100/11/E

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2206

CIRCUMSTANCES

A/C making approach to land. Pilot retracted wheels opened throttle but port engine did not fully respond. A/C flew across M.A. in N.E. direction, losing altitude and turning toward port engine. Port wing went down and a/c flicked to port side in an inverted position, striking edge of cliff.

CAUSE Pilot opened throttle quickly, engine failed to respond, unable to keep port wing up and maintain equilibrium, causing a/c to go out of control.

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

Pilot allowed airspeed of the a/c to fall below safe limits so that when engine failed, temporarily, he could not maintain control on one engine.

ACTION TAKEN:

Nil