

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 10 B.G.S.	COM. 3	PLACE 1 1/2 mile NE of M.A.	DATE 2-4-44	TIME 1630
Mount Pleasant			H.Q. FILE 1700-9952	

A/C TYPE BOLINGBROKE	No. 9952	CRASH CAT. "A"	S.E.	M.E. X	DAY X	NIGHT
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TYPE OF A/C

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Coffin, S.A.	F/O		P	Killed	No.	DATE
					D 14 (REVISED)	
					No.	CHECKED
					#2	

TYPE OF UNIT

MONTH

FORCED LANDING
TAXIING
LANDING
TAKE-OFF

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
		70:00	51:00	0:10	2:00	200:00	210:00

CATEGORY

STAGE OF FLIGHT

FLIGHT
STAT'RY
FATAL
INJ.
INJURY 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 () 31 () 32 () 33 () 34 () 35 () 36 () 37 () 38 () 39 () 40 () 41 () 42 () 43 () 44 () 45 () 46 () 47 () 48 () 49 () 50 () 51 () 52 () 53 () 54 () 55 () 56 () 57 () 58 () 59 () 60 () 61 () 62 ()

PURPOSE OF FLIGHT:

Solo on C recruits and landings.

TECHNICAL OFFICER'S REPORT:

7/20/43/PTW/
ET/24/7L

NIL

NATURE OF ACCIDENT:

Eye witness states:

A/c was flying very low about 1/2 mile away towards the east. Tail was down so that the a/c was in a climbing position but it was travelling slowly and not climbing. Felt sure it was going to crash and ran upstairs to get a better view from upper window. For a moment could not see a/c and then it appeared from behind group of trees, it then seemed to drop its left wing and made a steep left turn completely around and at CLASSIFICATION: the same time diving out of sight.

~~14. Engine failure in the air.~~

17 *Forced Landing*
SECONDARY OR CONTRIBUTORY FACTORS:

26
Engine Trouble - Accident

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2324

CAUSE: Engine failure combined with pilot error resulting in a/c stalling at low altitude striking some small trees and crashing.

CONCLUSIONS OF A.I.B.

Agree with findings.

NOTE: A Memo over the signature of the O.C. Flying

at the Unit, dated 25th Nov/43 lays down a minimum of 2 hrs. dual and 10 hrs. familiarization for pilots on Bol. a/c before they are allowed to fly an exercise. This does not correspond with the provisions of C.A.P. 100 Sec. 8, which provides that a pilot shall have 5 hrs. dual and 25hrs. solo day flying before he may be qualified as a first pilot, day, and permitted to carry a crew by day.

ACTION TAKEN:

NIL