

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

ACCIDENT CLASSIFICATION

|                                     |                  |                      |                        |                          |
|-------------------------------------|------------------|----------------------|------------------------|--------------------------|
| UNIT<br><b>7 B.G.S.<br/>Paulson</b> | COM.<br><b>2</b> | PLACE<br><b>M.A.</b> | DATE<br><b>14-5-44</b> | TIME<br><b>1215</b>      |
| A/C TYPE<br><b>BOLINGBROKE IVT</b>  |                  |                      | No.<br><b>10071</b>    | CRASH CAT.<br><b>"A"</b> |
| H.O. FILE<br><b>1700-10071</b>      |                  | S.E.                 | M.E.<br><b>X</b>       | DAY<br><b>A</b>          |
| NIGHT                               |                  |                      |                        |                          |

COMMAND

| PERSONNEL             | RANK       | NUMBER         | DUTY           | INJURIES       | SIGNAL           |                     |
|-----------------------|------------|----------------|----------------|----------------|------------------|---------------------|
| <b>STEENSON, W.J.</b> | <b>WO2</b> | <b>R106347</b> | <b>P</b>       | <b>Killed.</b> | No.<br><b>A6</b> | DATE<br><b>14-4</b> |
| <b>BLACK, D.</b>      | <b>LAC</b> | <b>R196755</b> | <b>WAG</b>     | <b>Killed.</b> | D 14 (REVISED)   |                     |
| <b>WAGENER, W.A.</b>  | <b>NZ</b>  | <b>LAC</b>     | <b>4212611</b> | <b>WAG</b>     | <b>Slightly</b>  | No.<br><b>2</b>     |
|                       |            |                |                |                | CHECKED          |                     |
|                       |            |                |                |                | <b>11</b>        |                     |

MONTH

FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF

| ENGINE            | ENGINE NUMBER (S)          | HOURS FLOWN BY PILOTS |            |            |          |             |            |
|-------------------|----------------------------|-----------------------|------------|------------|----------|-------------|------------|
|                   |                            | INST.                 | NIGHT      | ON TYPE    |          | TOTAL       |            |
|                   |                            |                       |            | SOLO       | DUAL     | SOLO        | DUAL       |
| <b>Mercury XX</b> | <b>20948/S100705 total</b> | <b>50</b>             | <b>124</b> | <b>335</b> | <b>1</b> | <b>1132</b> | <b>109</b> |
|                   | <b>252604/101915 total</b> |                       |            |            |          |             |            |

STAGE OF FLIGHT

FLIGHT  
STATRY  
FATAL  
INI  
INJURY 3RD 5

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:

TECHNICAL OFFICER'S REPORT:

*accident report*

Authorized G.5 gunnery exercise.

NATURE OF ACCIDENT:

After completing cockpit check, the a/c took off - when two-thirds of the way down runway, at 20' altitude, a/c was seen to yaw to the stbd - seemed to stagger, then apparently stalled and struck the ground, burst into flames immediately.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2360

Cause: Loss of control apparently due to sudden loss of power in stbd engine, cause being obscure.

Recommendations: As cause remains obscure, recommendations cannot be made with certainty to this particular phase of the accident, but as there appears to be possibility that pilot lifted a/c or permitted it to lift off runway with barely flying speed, pilots should be warned (1) to hold a/c on, and, when airborne, close to the runway until safe margin of airspeed has been attained before attempting to gain height. (2) to be on alert all times for a possible loss of power in one engine, of twin engine a/c sufficient to affect stability.

CLASSIFICATION:

~~Obscure.~~  
23 Not Known

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

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN: