

TYPE OF A/C		UNIT		COM.		PLACE		DATE		TIME		COMMAND					
		No. 3 B & G		2		Immediately outside		16-10-44		0855							
TYPE OF UNIT		A/C TYPE		NO.		CRASH CAT.		S.E.		M.E.		DAY		NIGHT		MONTH	
		BOLINGBROKE IVT		9878		"B"				X		X					
CATEGORY		PERSONNEL		RANK		NUMBER		DUTY		INJURIES		SIGNAL		STAGE OF FLIGHT			
		CATHCART, R.W.		F/O		J25172		P		Uninj.		No. DATE					
		BELL, G.E.		LAC		R265206		AG		Uninj.		D 14 (REVISED)					
		HAMILTON, J.G.		LAC		R260898		AG		Uninj.		No. CHECKED					
		HEYD, H.M.		LAC		R255386		AG		Uninj.		1					
												5					
		ENGINE		ENGINE NUMBER (S)		UNDAMAGED		HOURS FLOWN BY PILOTS		ON TYPE		TOTAL		INJURY			
		Mercury		P180869/S100629		INST.		NIGHT		DUAL SOLO		DUAL SOLO					
		XX		S254078/S102333Z		46		19		6		55		155		627	
		Star															
ACCIDENT CLASSIFICATION																	

PURPOSE OF FLIGHT:

Camera Gun Exercise

NATURE OF ACCIDENT:

A/C failed to become airborne due to apparent loss of lateral control.

CLASSIFICATION:

14. Out of control

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

OOC/AOC PSF/dN

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COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2471

CAUSE: Obscure. Possibility of a/c being affected by slipstream of previous a/c cannot be overlooked.

RECOMMENDATIONS: (1) Control Tower and Tenders be instructed to space a/c more widely on take-off. (2) That arrangements be made to ensure that 3 BGS had an adequate supply of brake blocks for Bolingbroke.

CONCLUSIONS OF A.I.B.: Evidence does not definitely disclose cause of accident. However, as aileron controls operated normally after accident, it is considered that the cause was probably due to pilot pulling a/c off ground before proper airspeed was attained.

Not sufficient evidence to make possible finding of Hurricane slipstream affecting take-off of Boly.

Recomm. to "space a/c more widely" is meaningless, because, there is no definite evidence of distance

~~between Hurricane & Boly.~~ FOR REMAINDER OF CONCLUSIONS OF A.I.B. AND NOTES SEE SUMMARY 2471

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