

ACCIDENT CLASSIFICATION

UNIT **10 B & G S**  
**Mt. Pleasant**

COM. **3**

PLACE **5 mls. south of 10**  
**B & G S. Aerodrome.**

DATE **9-11-44**

TIME **1540**

A/C TYPE  
**BOLINGBROKE IV**

No. **10094**

CRASH CAT. **"A"**

S.E.

M.E. **X**

DAY **X**

NIGHT

PERSONNEL

RANK

NUMBER

DUTY

INJURIES

SIGNAL

**CUMMINGS, J.C.**

**F/O**

**P.**

**Fatal.**

No. **AC201**

DATE **9-11**

D 14 (REVISED)

No. **3**

CHECKED

**5**

ENGINE

ENGINE NUMBER (S)

HOURS FLOWN BY PILOTS

INST.

NIGHT

ON TYPE

TOTAL

DUAL

SOLO

DUAL

SOLO

ACCIDENT CLASSIFICATION

COMMAND  
MONTH  
STAGE OF FLIGHT

FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJ.  
3RD  
INJURY

4  
2  
1  
7  
4  
2  
1

RAF  
5  
4

PURPOSE OF FLIGHT:

Gunnery Ex. G.6

NATURE OF ACCIDENT:

A/C took off between 1530 and 1535 hrs. As last A/C took off Bolingbroke 10094 broke through clouds in dive of 20° from which it pulled out into a stall, turned then did a wing over to port. Two large pieces of A/C flew away from it and fell to ground, a/c went into steep dive and crashed. The pieces were dinghy cover & dinghy. The dinghy had not been released by inflation for it was still deflated when found.

CLASSIFICATION:

19. Out of Control.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

ICM/PSF/B/N/AMS

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

CAUSE: Cause in my opinion was the fouling of elevator controls of a/c by CO2 cylinder and/or operating head of dinghy when dinghy became released from its stowage. Evidence does not definitely establish what caused dinghy stowage cover to become released but probability is it became released due to combination of circumstances as described by 13th witness, an abrupt pull out plus dishing of fairings and consequent air turbulence.

RECOMMENDATIONS: The use of Hurricane a/c as attacking a/c in carrying out exercises of type in question.

CONCLUSIONS OF A.I.B. : Agree with findings. Violent manuevering of a/c probably contribute

ACTION TAKEN: most to the inadvertant release of dinghy cover.  
For NOTE 1,2,3,4 and 5 see Summary 2491

SUMMARY No. 2491