

ACCIDENT CLASSIFICATION

UNIT B & G School Jarvis, Ont.		COM. 1	PLACE Lake Erie - 1 mile due south of Evans Point.		DATE 25-11-44	TIME 19.30GMT	
A/C TYPE BOLINGBROKE			NO. 10211	CRASH CAT. "A" Ont.	H.Q. FILE 1100-102-11		
				S.E.	M.E. X	DAY X	NIGHT

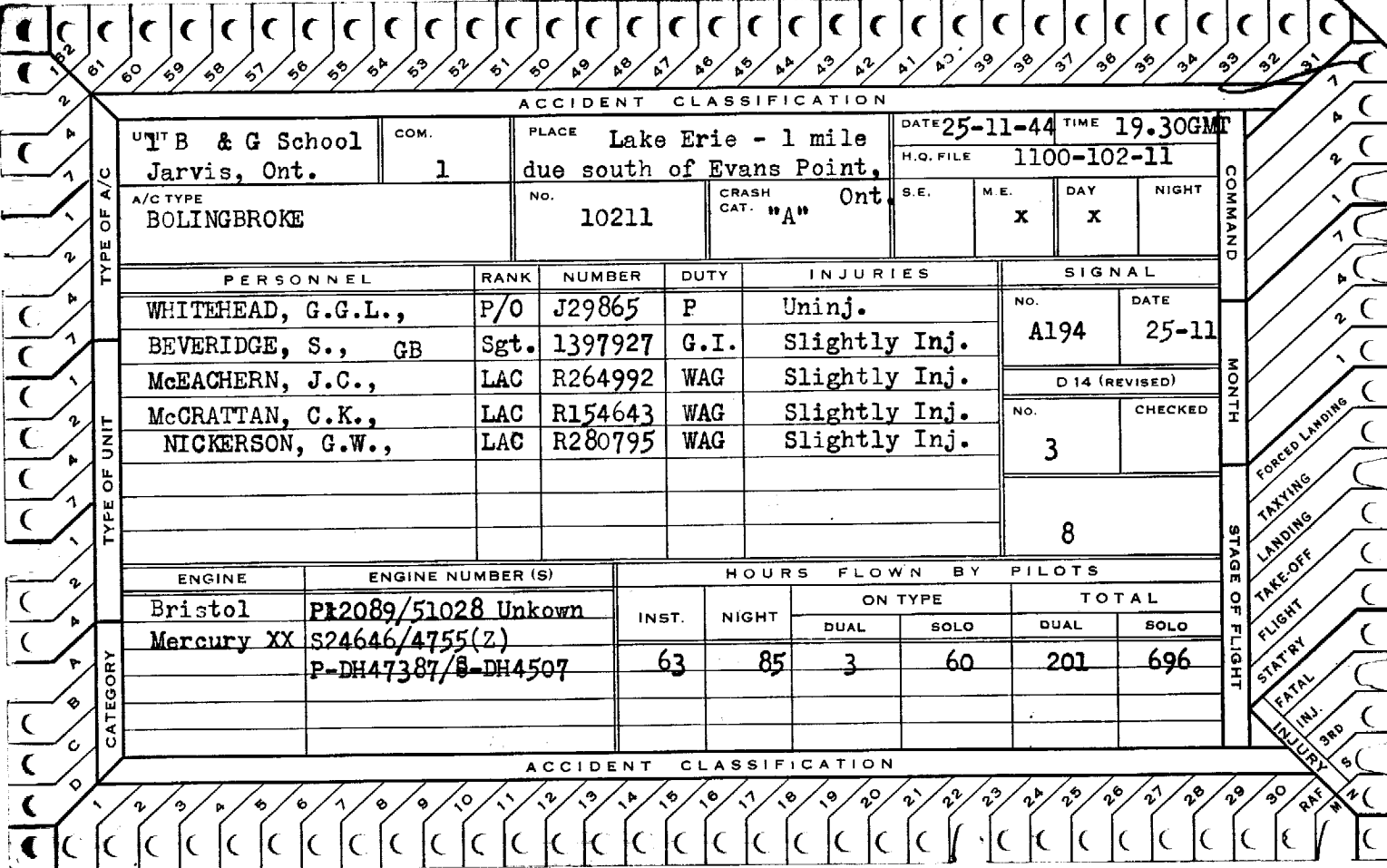
PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
WHITEHEAD, G.G.L.,	P/O	J29865	P	Uninj.	NO. A194	DATE 25-11
BEVERIDGE, S., GB	Sgt.	1397927	G.I.	Slightly Inj.	D 14 (REVISED)	
McEACHERN, J.C.,	LAC	R264992	WAG	Slightly Inj.	NO. 3	CHECKED
McCRATTAN, C.K.,	LAC	R154643	WAG	Slightly Inj.	8	
NICKERSON, G.W.,	LAC	R280795	WAG	Slightly Inj.		

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Bristol	P12089/51028 Unknown						
Mercury XX	S24646/4755(Z) P-DH47387/8-DH4507	63	85	3	60	201	696

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT

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



PURPOSE OF FLIGHT:

Routine Training Flight (G7 Gunnery Ex.)

TECHNICAL OFFICER'S REPORT:

LOC/AOC/PNK

NATURE OF ACCIDENT:

Pilot made routine turn at 800' letting down to 500' at end of splash line. Made a normal let down final turn on to 300' Pilot lost control a/c

flattened onto water, striking both props. a/c. Port wing dropped severely and upon recovery Pilot attempted to regain control gave order to crew to prepare to ditch. A/c flattened onto water and apparently broke up fuselage forward of gun turret. Pilot noted A/C preceding was about 300 yds ahead when lost control, struck slip stream or aileron

CLASSIFICATION: (controls failed).

23. Not known

SECONDARY OR CONTRIBUTORY FACTORS:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

CAUSE: Due to loss of control when a/c 10211 met a very turbulent slipstream of the preceding a/c. Port wing dropped severely and upon recovery a/c lost considerable height and pilot was unable to regain sufficient control in time to keep a/c from hitting water.

RECOMMENDATIONS: A general cautioning of pilots re flying too close behind each other while at a low altitude when weather is calm.

CONCLUSIONS OF A.I.B: Cause : obscure. There is insufficient evidence to substantiate the findings of I.O. Note: This accident is similar to one which occurred at No. 2 BGS on Oct. 28th. in which Boly 9914 flying on splash line, suddenly nosed down when flying at 300'

ACTION TAKEN: and crashed into water. The cause of this accident was likewise not determined.