

ACCIDENT CLASSIFICATION											
UNIT 5 B. & G. Dafoe, Sask.		COM. 2	PLACE 3 miles N.E. Main Aerodrome		DATE 8-7-43		TIME 0540		COMMAND MONTH STAGE OF FLIGHT		
A/C TYPE Bolingbroke IVT		No.	CRASH CAT. A		H.Q. FILE 1700-100-72		S.E.	M.E.			
		10072					X	X			
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		MONTH STAGE OF FLIGHT		
Colvin, D.A.		P/O	J26031	P	Fatal		No. DATE				
Dorrell, W.W.		GB	LAC 1459140	AB	Fatal		A 47 8-7				
Harries J.G.		GB	LAC 1560168	AB	Fatal		D 14 (REVISED)				
							No. CHECKED				
							1 X		MONTH STAGE OF FLIGHT		
							5				
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS							
Mercury P 12255/S50218		Total		INST.		NIGHT		ON TYPE		TOTAL	
S 12253/S50158		Total		37		16		SOLO DUAL		SOLO DUAL	
								340 2		720 100	

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PURPOSE OF FLIGHT:

Routine Gunnery Exercise

NATURE OF ACCIDENT:

Attempted tight turn right to get on
drogue at 1400'. Went into spin to
right and struck ground. Spin be-
lieved due to high speed stall in
turn at relatively low airspeed as
A/C was seen to flick into spin.
Possibility that bottom engine cut
in the turn causing A/C to flick
into spin.

CLASSIFICATION:

~~18. Loss of control~~

19. Out of control

SECONDARY OR CONTRIBUTORY FACTORS:

~~32. Pilot error~~

~~23. Spinning~~

TECHNICAL OFFICER'S REPORT:

100/H00/PSE/N/A

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 1060

Staff pilot either blacked himself out by a very
steep exceptionally tight turn or stalled his A/C
by putting it into a steep exceptionally tight
turn without ensuring adequate speed for the
manoeuvre.

CONCLUSIONS OF A.I.B.

Agree.

Note: The flight commander being aware for two
months of P/O Colvin's disregard for flying
discipline should have taken measures to
correct it before killing himself and two
U/T Air Bombers.

P/O Colvin was not "happy in the service"
after his 14 months of staff pilot duties at
the same unit.

ACTION TAKEN: