U PILOT OTHERS	AIRFRAMÉ FAI	LURE		FAILURE	
UNIT 2 B & G 3chool COM.	PLACE OF Johnstone Saskatchew			TIME 1410 0-17-42	1 155/6
A/C TYPE Battle	No. 1742	CRASH CAT. C X	1	DAY NIGHT	10101/32/
NAME	RANK NO. DUTY	INJURIE	5	SERIOUS	D Dext Jet
Dermody, B.J.  Z Duncan, L.	F/O C2639 P LAC R68108 AC LAC R61792 AC Civ. P8			CARD SERIAL NO.	E S S S S S S S S S S S S S S S S S S S
TYPE A/F NO EXTENT	REPORT SERIAL DA	TE I	LOWN BY PIL		1 1 / 8/
& ENGINE OF DAMAG		I INICHT	TYPE T	OTAL LAST	[] - \ \% \ ( )
Battle 1742 Slight Merlin 4901/ Nil Slight El52	) D • 1)   )1-,			700   all   types.	D C C C C C C C C C C C C C C C C C C C
SIGNAL NO & DATE UNIT NO &	DATE COM, No. &	DATE REPORT	FILE	DATE	
/   "J	NATURE OF	ACCIDENT			

)	DUTY ON WHICH ENGAGED: Air to air gun- mery practice.  NATURE OF ACCIDENT AND STAGE OF FLIGHT:  The pilot did not interpret the gunners' order to Fire, and he thought that the A/C was actually on fire. He accordingly completed a forced landing on Lake Johnston with little damage to the plane PRIMARY CAUSE: Confusion on the part of the pilot in not being able to interpret the true meaning	COURT OF INQUIRY, INVESTIGATING OFFICER OR COMMANDING OFFICER'S REPORT:  Investigating Officer's Report.  DATE: 10-3-41 COMPOSITION: Flight Lieutenant G.O. Godson.  RECOMMENDATIONS: This accident would not have occurred if the pilot had used his head	
	of the command "Fire" and in further misunderstanding the reply from the genner who again shouted "Fire".	ACTION TAKEN:  (A) DISCIPLINARY (B) TECHNICAL (C) OTHER  D.13 returned for more evidence as to ability of F/O Messenflow as a pilot.	) ) )
)	SECONDARY CAUSE OR CONTRIBUTING FACTORS:	RECORDED BY DATE	)
,		CHECKED BY DATE  ) ) ) ) ) ) ) ) ) ) ) ) ) ) )	) ) ,