

ACCIDENT CLASSIFICATION

UNIT 7 B.G.S. Paulson	COM. 2	PLACE W 1st Meridian Manitoba	DATE 26-2-44	TIME 1535
A/C TYPE BOLINGBROKE IYT LYSANDERIIIA		NO. 9890 2392	CRASH CAT. "A" "A"	H.Q. FILE 1100-98-90
		S.E. X	M.E. X	DAY X
		NIGHT		

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL
GAUNCE, S.D.	WO2	R126261	P	Killed.	NO. DATE
PICKARD, R.E.	SGT	R143310	G	Killed.	A.5 27-2
KINLOCH, J.A.	GB LAC	1584364	AB	Killed.	D 14 (REVISED)
REID, T.M.	GB LAC	1570318	AB	Killed.	NO. CHECKED
WIGGINS, W.T.	P/O	J37553	P	Killed	2
PICKERING, R.H.	LAC	R90006	DO	Killed.	#13

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS		ON TYPE		TOTAL	
		INST.	NIGHT	SOLO	DUAL	SOLO	DUAL
Mercury 20	180487/S1002471	total					
	18367/S100127	"					
	24009/101489	"	42	78	123	1	942 80
	Wiggins	38	33	36	1	156	176

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT
FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STAT-BY
FATAL
INJURY
3rd
M 2

PURPOSE OF FLIGHT:

Bolingbroke Scheduled G4 Gunnery exercise.
Lysander Scheduled target towing exercise.

TECHNICAL OFFICER'S REPORT:

ICA/RL PGM

ICA/RL PGM

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NATURE OF ACCIDENT:

Collision in the air.
At about 1530 hrs these two a/c
collided in mid-air. No eye witnesses
were found who saw accident or a/c
immediately before collision.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2277

Cause

Collision in the air caused by failure of one, or
the other, or both pilots, to maintain a proper
lookout.

CONCLUSIONS OF A.I.B.

Agree.

C.I. Accidents

Agree. Evidence is not entirely conclusive but strongly
suggests that neither WO2 Gaunce nor Sgt Pickard
was wearing his safety harness. This may have affected
the pilot's control of the a/c after the collision
occurred. The Bolingbroke was structurally almost
complete even after the crash.

CLASSIFICATION:

~~26. Collision in the air.~~

21. Collision in the air. 21

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN: