

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62

ACCIDENT CLASSIFICATION

UNIT **36 O.T.U.** COM. **E** PLACE **N of Kingston 3 miles from M.A.** DATE **18-4-44** TIME **2330**  
**Greenwood**

A/C TYPE **MOSQUITO BXX** No. **KB111** CRASH CAT. **"A"** S.E. M.E. **X** DAY NIGHT **X**

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
<b>BOWERS, J.E.</b>	<b>F/O</b>	<b>J29801</b>	<b>P</b>	<b>Killed.</b>	No. <b>A664</b>	DATE <b>19-4</b>
<b>HENLEY, M.A.W.</b>	<b>P/O</b>	<b>163984</b>	<b>NAV</b>	<b>Killed.</b>	D 14 (REVISED)	
					No. <b>4</b>	CHECKED <input checked="" type="checkbox"/>
					<b>#3</b>	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
<b>Merlin XXXI</b>	<b>A32463/A4764 total</b>	<b>70</b>	<b>89</b>	<b>SOLO</b>	<b>DUAL</b>	<b>SOLO</b>	<b>DUAL</b>
	<b>A325705/A6371 "</b>			<b>31</b>	<b>8</b>	<b>1080</b>	<b>130</b>

ACCIDENT CLASSIFICATION

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

4  
2  
1  
7  
4  
2  
1  
1  
FORCED LANDING  
TAXYING  
LANDING  
TAKE-OFF  
FLIGHT  
STRATRY  
FATAL  
INJ.  
INJURY  
3RD  
5  
RAF  
M

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

S.R. "C" searchlight practice.

~~1100/1100/1100~~

*1100/1100/1100*

NATURE OF ACCIDENT:

NIL

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2335

Pilot dived from about 3,000' the height for which he was briefed, to 800' where he commenced to turn. He was considered to be dangerously low, so the searchlight was doused, the a/c was seen to reach a 90° angle of bank and dive in.

CIRCUMSTANCES: While flying too low a/c carried out violent evasive action in searchlight exercise, lost control, overcorrected, and flew into the ground but did not burn.

CAUSE: Although the cause must remain obscure it is considered that the pilot became temporarily blinded by the searchlights, lost control (perhaps through the lag in the horizon indicator misjudged his altitude) over-corrected into stall and crashed.

RECOMMENDATIONS: A more clearly defined station flying order concerning searchlight exercises might be helpful.

CONCLUSIONS OF A.I.B. Agree with findings.

NOTE 1: The I.O. found that G.A.P. 100, Sec 3, para 27 had not been complied with in connection with the

ACTION TAKEN: a/c, its compass was last swung on the 8th December, 1943.

NIL

CLASSIFICATION:

~~57. Miscellaneous.~~

19

*19. Out of Control*

SECONDARY OR CONTRIBUTORY FACTORS: