

Bishop, Colin Lisle

Age: 19
Nationality: Australian
Rank: Sergeant
Unit: No. 32 OTU
Occupation: Wireless Operator/
Air Gunner
Service No: 418499 (RAAF)



Birth: 5 September 1923
Albury, NSW,
Australia
Home Town: Albury, NSW, Australia



Death: 27, May, 1943
Crash of Handley Page Hampden AN142
on landing at Patricia Bay, BC, Canada

Burial: Royal Oak Burial Park, Victoria, B.C., Canada

Burial: P/O Charles J. Davis, Pilot, RAAF; Sgt. Reginald J. Hughes,
WAG, RAAF; Sgt. Alan R. Marlow, Navigator, RAFVR.

Biography

Colin Lisle Bishop had been in Canada for little over two months when he died, at age 19, of injuries following a training accident.

Colin was born to Harry Lisle Bishop and Mabel Isobel Strachan on 5 September 1923 in Albury near the border of New South Wales and Victoria in Australia. He was the third of four sons.

After finishing his education at Corowa High School and Albury Grammar School, Colin worked as a junior clerk for The State Electricity Company in Kiewa, Victoria. On 22 May 1942, he enlisted in the Royal Australian Air Force for flying duties. Until March 1943, Colin was training as a wireless operator and air gunner in Australia. He earned his wireless badge on 6 January 1943 and his air gunner badge on 4 February 1943. On 6 March 1943, Colin embarked in Melbourne for Canada, where he would continue his training. He arrived in Canada on 22 March 1943 and was sent to No. 32 OTU in Patricia Bay.

On May 23rd, Colin was one of two Australian wireless operator/air gunners on Handley Page Hampden AN142. The aircraft crashed on landing and burst into flame. Three of the crew were killed immediately but Colin was removed from the wreckage alive. Four days later, May 27th, he died of his injuries and was buried beside the rest of his crew at Royal Oak Burial Park in Victoria, BC, Canada.



Harry Bishop with his sons L-R James Gray, George Ross, Leslie Kenneth, Colin Lisle

Details of Crash

On 23 May 1943, Handley Page Hampden AN142 took off from Patricia Bay station at 1:00 pm to carry out an authorized navigation exercise. It carried a crew of four airmen:

Sgt. Colin L. Bishop	RAAF	WAG
P/O Charles J. Davis	RAAF	Pilot
Sgt. Reginald J. Hughes	RAAF	WAG
Sgt. Alan R. Marlow	RAFVR	Navigator

The duration of the flight was to be 4 hours and 15 minutes. Routine messages were passed by R/T until 4:30 pm when a message was received stating that the starboard engine was no longer serviceable and that the aircraft was returning to base.

At 5:10 pm the following message was received from the pilot and passed to Operational Room:

“Approaching Sidney, land at 400, unable to climb, runway to use, want to land immediately.”

The control tower told him to come in on runway No. 26, which was nearest to him. It was observed through binoculars that his wheels came partially down and then almost immediately the aircraft yawed to the right, stalled, crashed, and caught fire at approximately 5:12 pm. One WAG was seriously injured, and died four days later, the other three crew were killed outright.

An examination of the wreckage disclosed that the aircraft crashed and burned on soft grassy land adjacent to the aerodrome. The nose of the aircraft, pilot’s cockpit, port engine and wing were destroyed by fire. Bending and marking of the propeller blades indicated that the port propeller had been under power when the aircraft struck. Complete examination of all controls not destroyed during the crash was made determining that the fuel valves to the outboard tanks for the starboard engine were closed. These tanks contained fuel at the time of the crash, but the other tanks and fuel lines were dry, causing the engine to fail.

The Court of Inquiry into the accident concluded that the pilot allowed the

aircraft to stall when attempting to carry out a single engine landing after failure of the starboard engine. It was considered that the pilot's attention was distracted from his flying when the undercarriage did not lower when he selected the "down" position.

The Court recommended that all members of Hampden crews be thoroughly drilled, and competent in the manipulation of the main fuel tank valves in the rear portion of the fuselage so that on engine failure these can be checked on direction from the pilot. Also, that pilots be given more drill in single engine forced landing.

The A.C.C. concurred in the findings of the court and in his covering letter stated:

"The evidence definitely establishes that the accident was caused by failure to turn the starboard main fuel cocks to the outboard tank to the 'on' position."

