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CASPIR Aircraft Accident Cards

Serial: 716

Title: Bristol Bolingbroke Mk. I serial:716 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1942-January-30. Bolingbroke s/n 716. This accident involved 2 people. Houston AD, Whyte ME This accident had 1 fatality. Sergeant Allan Dale Houston RCAF Killed in Action service no:R/77448 Bolingbroke 716

Keywords: RCAFBolingbroke ,716,115 Sqn,115 Squadron,Cowichan Bay,1942-January-30,Houston,WhyteRCAF L20

Created: 1942-01-30

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000258#716

CAUSES OF ACCIDENTS

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

PILOT: 32 JU. 31 TECH. 30 DISOB. 29 NEG'NCE 28 INEXP'NCE 27 MISCEL.
OTHERS: 26 INSTRUCT. 25 FLT. CONTR. 24 OTHERS
AIRFRAME FAILURE: 23 PRIMARY 22 FL. CONTS. 21 MOV. SURFS. 20 STAB. SURFS. 19 W. STRUTS 18 LAND. GEAR 17 FLOATS 16 FUSE. OR HULL 15 TAIL SKID OR W. 14 ENGINE MOUNT. 13 MISCEL. 12 UND'TD
ENGINE FAILURE: 11 PRIMARY 10 FUEL SYS. 9 COOL. SYS. 8 IGNIT. SYS. 7 LUB'N SYS. 6 ENG. STR. 5 AIRSCREW A. 4 ENG. CONTS. 3 MISCEL. 2 UND'TD 1 PRIMARY

MISCELLANEOUS CAUSES: 19 HAND G. 18 INSTS. 17 WEATHER 16 DRKNS. 15 AL'G SURF. 14 OTHER 13 UND'TD 12 PRIMARY

STAGE OF FLIGHT: 11 TAXYING 10 LANDING 9 TAKE-OFF 8 FLIGHT 7 STAT'RY

INJURY: FATAL 6 INJ. 5 3RD. 4 3RD. 3 2ND. 2 1ST. 1 RAF

TYPE OF A/C | TYPE OF ENGINE | CATEGORY: A B C D

UNIT	COM.	PLACE	DATE	TIME
115 (F) Sqdn. Patricia Bay, B.C.	W.A.C.	Mud flats head of Cowichan Bay shore of Cowichan Lake	30-1-42	1500

H.Q. FILE 1700-716

A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT
Bolingbroke	716	"A"		X	X	

NAME	RANK	No.	DUTY	INJURIES	SERIOUS: FATAL	SERIOUS: INJURY
Houston, A.D.	Sgt/P	R77448	P	Killed	1	
Whyte, M.E.	F/Sgt	2259	PP	Uninjured		

CARD SERIAL No.

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE
Bolingbroke	716	Total			
Mercury	1904	Total			
Mercury	1912	Total			

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE: DUAL	ON TYPE: SOLO	TOTAL: DUAL	TOTAL: SOLO	LAST 6 MOS.
25	12	79		265		89

SIGNAL No & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
A13 31-1-42					

NATURE OF ACCIDENT

DUTY ON WHICH ENGAGED:

Testing, airframe and engines.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C was flying about 3000' when port engine failed. Shortly afterwards the machine started to spiral and F/Sgt. Whyte bailed out at a height of 1000' after urging the pilot to do likewise. The aircraft crashed in aswamp and the body of the pilot was found in the wreckage.

PRIMARY CAUSE:

~~Flames from port engine caused pilot to open cowling gills which caused a continual loss of altitude. A/C stalled and crashed.~~

19. Out of Control

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

A/C stalled at low altitude and ~~crashed.~~

COURT OF INQUIRY, INVESTIGATING OFFICER OR COMMANDING OFFICER'S REPORT: Court of Inquiry

DATE: 31-1-42

COMPOSITION:

Pres. S.L. Z.L. Leigh No. 13 (O.T.) Squadron
Mem. F.L. R.A. Ashman No. 115 (F) Squadron
" Flying Officer L.J.Rogers No. 3 (CAC) Detachment.

RECOMMENDATIONS:

All Bolingbroke pilots should be definitely warned that a/c will not maintain altitude on single engine with cowling gills opened a large amount. Pilots should know the maximum and minimum allowable cylinder head temperature so that gills would not be opened unnecessarily whilst flying on one engine.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

NIL

CONCLUSIONS OF A.I.B.

A/C STALLED AT A LOW ALTITUDE AND CRASHED WHEN PILOT WAS ATTEMPTING TO MAINTAIN ALTITUDE ON RETURN TO BASE AFTER SWITCHING OFF THE PORT ENGINE BECAUSE FLAMES WERE COMING FROM THAT ENGINE. THE LOSS OF ALTITUDE WAS INCREASED BY THE OPENING OF THE COWLING GILLS. IT IS REMARKED THAT THE PILOT DID NOT HAVE HIS PARACHUTE HARNESS DONE UP AT THE TIME OF ENGINE FAILURE WHICH UNDOUBTEDLY CONTRIBUTED TO THE FATALITY. IT FURTHER APPEARS THAT THIS PILOT HAS BEEN TOLD BUT NOT DEMONSTRATED TO, THAT WITH GILLS OPEN, THE BOLINGBROKE WILL NOT MAINTAIN HEIGHT ON ONE ENGINE. THESE POINTS ARE BEING TAKEN UP WITH THE COMMAND CONCERNED.

RECORDED BY DATE

CHECKED BY DATE