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CASPIR Aircraft Accident Cards

Serial: 9119

Title: Bristol Bolingbroke Mk. IV serial:9119 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1942-March-01. Bolingbroke IV s/n 9119. This accident involved 2 people. Smith WD, Thompson WE

Keywords: RCAFBolingbroke IV,9119,115 Sqn,115 Squadron,Aerodrome,1942-March-01,Smith,ThompsonRCAF L20

Created: 1942-03-01

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000258#9119

CAUSES OF ACCIDENTS

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

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

MISCELLANEOUS CAUSES: 19 PRIMARY, 18 HAND O, 17 INSTS, 16 WEATHER, 15 DRKNS, 14 A/G SURF, 13 OTHER, 12 UND'TD

STAGE OF FLIGHT: 11 PRIMARY, 10 TAXYING, 9 LANDING, 8 TAKE-OFF, 7 FLIGHT, 6 STAT'RY

INJURY: 5 FATAL, 4 INJ, 3 3RD

UNIT	COM.	PLACE	DATE	TIME
115 (F) Sqn. Patricia Bay.	W.A.C.	M.A.	1-3-42	1520

H.Q. FILE

A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT
Bolingbroke MK IV	9119	C		x	x	

NAME	RANK	No.	DUTY	INJURIES	SERIOUS: FATAL	SERIOUS: INJURY
Smith, W.D.	Sgt.	R80515	P	Uninjured.		
Thompson, W.E.	LAC	R119037	Pass	"		

CARD SERIAL No.

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS: INST.	NIGHT	ON TYPE: DUAL	ON TYPE: SOLO	TOTAL: DUAL	TOTAL: SOLO	LAST 6 MOS.
Bolingbroke 9119												
Bristol 54650/2705		Nil				21	10	140		270		140
Mercury 54584/2724		Serious										

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE

NATURE OF ACCIDENT

CATEGORY: A, B, C, D

TYPE OF ENGINE

TYPE OF A/C

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 RA

DUTY ON WHICH ENGAGED:

Single engine practice.

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

R.170

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

While climbing about 6500 ft., stbd. boost gauge was observed began to register high boost. Pilot cut throttles of both engines & started to glide to airport. Stbd. airscrew & front part of nose section dropped off.

DATE:

COMPOSITION:

RECOMMENDATIONS:

PRIMARY CAUSE:

~~Failure of oil line allowed engine to run dry resulting in consequent failure of some component in nose section ultimately shearing off nose section. Probably careless workmanship or handling.~~

18. Misc. Technical

ACTION TAKEN:

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

Station Technical Officer's report forwarded.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Failure of some component in nose section.~~

21 Engine Trouble - No damage

RECORDED BY DATE

CHECKED BY DATE