

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

PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE															
CAUSES OF ACCIDENTS																													
UNIT		COM.		PLACE										DATE		TIME													
1 B&G School Jarvis, Ont.		1		1/4 M. West of M.A.										30-4-42		1530													
A/C TYPE		NO.		CRASH CAT.										SE	ME	DAY	NIGHT												
Bolingbroke		9128		"B"												X	X												
NAME				RANK		NO.		INJURIES						SERIOUS															
Nield, W. F.				F.O.		C5578		SP						Uninjured															
MacKenzie, H.				LAC		R114600		QB.						"															
Wilson, G.H.				LAC		R115215		OBO.						"															
														CARD SERIAL NO.															
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM	SERIAL No.	DATE		HOURS FLOWN BY PILOTS																			
Bolingbroke 9128		9128		Serious						INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS.													
Mercury 54012/2735		54012/2735		"						17	38	2	5	61	806														
Mercury 556507/2715		556507/2715																											
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT		FILE		DATE													
P-186 30-4-42																													
NATURE OF ACCIDENT																													

CAUSES
 MISCELLANEOUS
 STAGE OF FLIGHT

HAND Q.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UNDTD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3rd.

DUTY ON WHICH ENGAGED:

Routine Bombing Exercises

COURT OF INQUIRY, INVESTIGATING OFFICER Investigating Officer's
OR COMMANDING OFFICER'S REPORT: Report

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 5-1-42
COMPOSITION:

05 1/10 1/10 1/10 1/10 1/10

Engine failure on take off.
Aircraft force landed, with
undercarriage retracted.

F.O. Nicholls, S.G. No. 1 B&G. School, Jarvis,
Ont.

RECOMMENDATIONS:

That a thorough technical inquiry should be made
into the numerous accidents to Bolingbroke a/c
resulting from engine failure on take-off, with
a view to making the necessary modification in
maintenance regulations and operational procedure.

PRIMARY CAUSE:

Engine failure on take off.

12' forced land.

ACTION TAKEN:

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

Nil

CONCLUSIONS OF A.I.B.

A/C FORCE LANDED WITH U/C RETRACTED, DUE TO ENGINE FAILURE ON TAKE-
THE QUESTION OF ENGINE FAILURE IS REFERRED TO BY THE A.O.C., (OFF.
No. 1.T.C. IN HIS COVERING LETTER AS FOLLOWS;

"THE ENGINEERING BRANCH AT THESE HEADQUARTERS HAVE READ THIS
REPORT AND ADVISE THAT THE REASON FOR ENGINE FAILURE IS STILL UNDER
INVESTIGATION HERE AND AT YOUR HEADQUARTERS. IT IS FURTHER NOTED
THAT THIS IS THE FIRST INSTANCE OF A FAILURE OF THIS NATURE IN
THIS COMMAND.

RECORDED BY _____ DATE _____

CONCLUSIONS OF NATIONAL RESEARCH LABORATORIES.

IT IS CONCLUDED FROM THE TESTS THAT ALL THE PLUGS AS TESTED
SHOULD FIRE PROPERLY.

CHECKED BY _____ DATE _____

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft forced landed with u/c
retracted.~~

26. Engine failure - accident