

DUTY ON WHICH ENGAGED:

Navigation and bombing exercise.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Port engine failed immediately after takeoff. Two attempts were made to lower U/C with hand pump. The second attempt was unsuccessful so the undercarriage was fully retracted and the landing was carried out on the belly.

PRIMARY CAUSE:

~~Failure of port engine on take-off, cause of which is unknown.~~

FORCED LAND

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SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft carried out landing on its belly.~~

ENGINE TROUBLE - ACCIDENTS

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Investigating Officers
Report

DATE: 21-5-42

COMPOSITION:

10/AUG/42 [Signature]

F.L. E.W. Beardmore No. 13 (OT) Sqdn,
Patricia Bay.

RECOMMENDATIONS:

When aircraft engines are reported as having failed that a more thorough inspection be carried out to find the cause. Also, a hydraulic pump be installed in the stbd engine and a more effective emergency gear be incorporated for lowering the undercarriage. (Such as an air bottle with sufficient air to be released to ACTION TAKEN: unlock the undercarriage as incorporated in the Blenheim bomber.)

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

Nil

Conclusions of A.I.B.

Bolingbroke with a crew of four and piloted by an experienced pilot, force landed, wheels retracted, du to port engine failure on take-off. This port engine failure was the third time this same engine had cut out in a similar manner; the evidence is to the effect that the engineering staff at the station were unable to determine the cause.

RECORDED BY

DATE

CHECKED BY

DATE