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CASPIR Aircraft Accident Cards

Serial: 9060

Title: Bristol Bolingbroke Mk. IV serial:9060 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1942-June-02. Bolingbroke IV s/n 9060. This accident involved 2 people. MacDonald GM, Moyer JE

Keywords: RCAFBolingbroke IV,9060,115 Sqn,115 Squadron,Aerodrome Annette Is,1942-June-02,MacDonald,MoyerRCAF L20

Created: 1942-06-02

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000258#9060

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

CAUSES OF ACCIDENTS

UNIT	COM.	PLACE	DATE	TIME
115 (F) SQUADRON ANNETTE ISLAND, ALASKA. W.A.C.		AERODROME ANNETTE ISLAND.	2-6-42 H.Q. FILE 1100-30-60	1545

A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT
BOLINGBROKE MK. IV	9060	A		X	X	

NAME	RANK	No.	DUTY	INJURIES	SERIOUS: FATAL	SERIOUS: INJURY
MacDONALD, G.H.	F/SGT	R83555	P	UNINJURED.		
MOYER, J.E.	SGT.	[illegible]66460	OBS.	UNINJURED.		

CARD SERIAL No.

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE
BOLINGBROKE	9060	SERIOUS			
MERCURY	2532/4380	SLIGHTLY			
MERCURY	2611/4775				

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE: DUAL	ON TYPE: SOLO	TOTAL: DUAL	TOTAL: SOLO	LAST 6 MOS
29	10	5	15-	8[illegible]	[illegible]	

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
199-A27 3-6-42					

NATURE OF ACCIDENT

TYPE OF A/C | TYPE OF ENGINE | CATEGORY

MISCELLANEOUS CAUSES | STAGE OF FLIGHT

JU. TECH. DISOB. NEG'NCE INEXP'NCE MISCEL. INSTRUCT. FLT. CONTR. OTHERS PRIMARY FL. CONTS. MOV. SURFS. STAB. SURFS. W. STRUTS LAND. GEAR FLOATS FUSE. OR HULL TAIL SKID OR W. ENGINE MOUNT. MISCEL. UND'TD PRIMARY FUEL SYS. COOL. SYS. IGNIT. SYS. LUB'N SYS. ENG. STR. AIRSCREW A. ENG. CONTS. MISCEL. UND'TD PRIM.

HAND Q. INSTS. WEATHER DRKNS. A/C SURF. OTHER UND'TD PRIMARY TAXYING LANDING TAKE-OFF FLIGHT STAT'RY

FATAL INJ. 3RD. INJURY

DUTY ON WHICH ENGAGED:

LOCAL FORMATION FLYING.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

WHEN PILOT ATTEMPTED TO PUT WHEELS DOWN HE FOUND THAT THE ENGINE DRIVEN HYDRAULIC PUMP WOULD NOT LOCK THE WHEELS. OBSERVER BEGAN PUMPING THE EMERGENCY HAND PUMP AND THE U/C CAME DOWN AND LOCKED, AND THE FLAPS REMAINED UP. AIRCRAFT TOUCHED DOWN ABOUT 2300 FEET DOWN THE RUNWAY AND RAN ALONG ON ITS WHEELS. PILOT APPLIED THE BRAKES; AIRCRAFT LOST SPEED VERY SLOWLY. PILOT ATTEMPTED TO GROUND LOOP ONTO B RUNWAY BUT NOT LOOD PEOPLE ON THE RUNWAY AND RAN ONTO THE UNCOMPLETED PART OF THE RUNWAY, AND COLLIDED WITH A HEAVY TOUCK, STARBOARD WING STRUCK IT SPINNING A/C AROUND.

PRIMARY CAUSE:

~~ERROR IN JUDGMENT ON PART OF PILOT IN THAT HE DID NOT TURN THE HYDRAULIC SELECTOR LEVER FULLY TO THE WHEELS AND FLAP "DOWN" POSITION BUT IT WAS TURNED TO A POINT HALF WAY BETWEEN THE BY PASS POSITION AND WHEELS AND FLAPS "DOWN."~~

I. OVERSHOT.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~AIRCRAFT OVERSHOT THE RUNWAY AND COLLIDED WITH A HEAVY TRUCK.~~

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

INVESTIGATING OFFICERS REPORT.

DATE: 5-6-42.

COMPOSITION:

F/LT. H.M. LAY (C1175) No. 115 FIGHTER SQUADRON.

RECOMMENDATIONS:

PILOTS SHOULD TAKE MORE TIME BEFORE ATTEMPTING TO LAND, AND GIVE THE HYDRAULIC SYSTEM A THOROUGH TEST.

ACTION TAKEN:

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

PILOTS LOG BOOK ENDORSED "ERROR OF JUDGMENT"

CONCLUSIONS OF A.I.B.

AGREE WITH THE FINDING. WHILE AGREEING WITH THE FINDINGS IT WOULD APPEAR THAT THE ERROR IN JUDGMENT ON THE PART OF THE PILOT IN NOT HAVING HYDRAULIC SELECTOR LEVER IN PROPER POSITION, AMOUNTS ALMOST TO CARELESSNESS.

RECORDED BY DATE

CHECKED BY DATE

R.C.A.F. FORM L20 REQ. 1247 10M—15-11-41