

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 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62	TYPE OF A/C	UNIT No. 4 B.&G.S. Fingal, Ont.	COM. # 1	PLACE M.A.	DATE 3-6-43	TIME 1400	H.Q. FILE 1100-100-18	A/C TYPE Bolingbroke IV-T	NO. 10018	CRASH CAT. A	S.E.	M.E. x	DAY x	NIGHT	COMMAND 4 2 1 7 4 2 1					
																PERSONNEL	RANK	NUMBER	DUTY	INJURIES
TYPE OF UNIT	ENGINE	ENGINE NUMBER (S) A238857/S57155 A238717/S57015	INST.	NIGHT	HOURS FLOWN BY PILOTS	ON TYPE	TOTAL	D 14 (REVISED)	NO.	CHECKED	MONTH 1	STAGE OF FLIGHT FORCED LANDING TAXYING LANDING TAKE-OFF FLIGHT STATRY FATAL INJURY								
													CATEGORY 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 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62	No. 2	SOLO	DUAL	SOLO	DUAL		
58	175	111	2	690	122															
						ACCIDENT CLASSIFICATION	RAF	M	N	5	3RD	INJ.	FATAL	STATRY	FLIGHT	TAKE-OFF	LANDING	TAXYING	FORCED LANDING	1

PURPOSE OF FLIGHT:

Routine gunnery exercise.

NATURE OF ACCIDENT:

On landing approach without aileron control port wing dropped close to ground - could not recover - A/C struck ground, slewed to left and caught fire.

CLASSIFICATION:

~~28. Structural failure.~~

HEAVY

4

28/AM/IN

SECONDARY OR CONTRIBUTORY FACTORS:

~~42. Fire after landing.~~

STRUCTURAL FAILURE

TECHNICAL OFFICER'S REPORT:

Failure of tube assembly part no.52417 at socket end fitting where it joins idle lever part no.52418. Definite weakness at this point as sockets are undercut between the thread and shouldered end. Sockets examined all show rough machining with deep scratch.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT: 85.

FINDINGS:

SUMMARY No. 85;

The wreck was lying in the rough alongside the runway and the a/c had landed with the u/c unlocked the port leg being broken off on impact with the ground. Examination of part #52417 tube assembly which was seriously overheated by fire indicates that the failure was probably due to fatigue in a poorly designed joint. The accident was due to the pilot's loss of aileron control due to failure of a joint in the system. This joint was poorly designed and failed through fatigue.

ACTION TAKEN:

All Bolingbrokes being examined for possible fracture at this point on Tube Assemblies port and stbd. Port No's 52417 Part No.49050 Tube Assembly Rod No.5.