

DUTY ON WHICH ENGAGED:
Radio Navigation No. 1

COURT OF INQUIRY, INVESTIGATING OFFICER *IRB/AM/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*
OR COMMANDING OFFICER'S REPORT: Court of Inquiry

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: **17-4-42**

About 50 minutes after take off a/c was seen to be in difficulties, first at a fair height, then losing altitude, a/c wobbled as if it were laterally unstable; parts of the a/c fell away.

COMPOSITION:

Pres. S.L. J.B. Voyce RAF 33 ANS
Mem. F.L. W.F. Poag No. 6 S.F.T.S. Dunnville
F.O. W.V.G. Wilkey " 6 S.F.T.S. "
RECOMMENDATIONS F.O. W.F. Wright " 1 T.C., Toronto.

A/C then dove out of control, engine roared and a/c dove to the ground, followed by an explosion later bursting into flames and was totally destroyed.

When two pilots are to fly together, it should be made quite clear that only one is the captain and responsible for the safety of the aircraft.

Primary Cause;

~~Possible structural failure occurring during a duly authorized radio navigation exercise.~~

ACTION TAKEN:

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

Conclusions of A.I.B.

A/C on authorized exercise went out of control at low altitude and crashed. Fire occurred on impact. The probable cause of a/c going out of control was structural failure, the exact nature of which is obscure.

19. Out of Control (19)

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~An attempt to force land the a/c terminating in a stall at a low altitude whilst turning down wind, including possibility of the navigator attempting to take control; a/c exploded on impact with the ground.~~

The recommendation of the Court is already provided for in C.A.P.100 Sec. 6.

RECORDED BY

DATE

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Structural Failure

CHECKED BY

DATE