

DUTY ON WHICH ENGAGED:

Instructional.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER'S REPORT.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Instructor demonstrating single engine landing to pupil pilot. Aircraft swung to the right causing the aircraft to strike the open doors on the east corner of the hangar.

DATE: 30th July, 1942.

COMPOSITION:

OCG/R/400/PCPE/E/AC/PH/S

Squadron Leader Ditto, W.J. No. 41 S.F.T.S.

RECOMMENDATIONS:

1. That the fuel pressure relief valves on Anson II aircraft be checked for correct functioning.
2. That a modification be introduced on Anson II a/c which would enable the pilot to secure the flap control lever in the neutral position in order to prevent its being raised or lowered accidentally.

ACTION TAKEN:

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

Conclusions of A.I.B. The primary cause of this accident was failure of the port engine when the pilot opened up to take-off. The exact cause of the failure is unknown but the possibility that it was choked by excessive fuel pressure through maladjustment of the pressure relief valve cannot be dismissed. The pilot difficulties were increased by his inadvertent movement of the flap control lever to the "up" position.

PRIMARY CAUSE:

Failure of port engine.

o. collisions

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SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft struck the open doors of the hangar.
Misuse of controls.

RECORDED BY

DATE

CHECKED BY

DATE