



DUTY ON WHICH ENGAGED:

Instructional flight. Take-offs and landings.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DURING THE TAKE-OFF THE AIRCRAFT SWERVED OFF THE RUNWAY TO THE LEFT, TOWARDS SOME BUILDINGS. IT WAS SEEN TO LEAVE THE GROUND IN AN APPARENTLY STALLED CONDITIONS, AND AT THE HEIGHT OF 50 FEET THE RIGHT WING DROPPED SUDDENLY, IT THEN COMMENCED TO TURN TO THE RIGHT LOSING HEIGHT RAPIDLY. THIS TURN BECAME ALMOST VERTICAL AND THE AIRCRAFT ~~SWERVED~~ STRUCK THE GROUND, RIGHT WING FIRST WHERE IT BURST INTO FLAMES.

PRIMARY CAUSE:-

~~ERROR OF JUDGMENT ON PART OF P.C. MACLACHLAN IN THAT HE FAILED TO CORRECT THE SWERVE OF AIRCRAFT DURING TAKE-OFF RUN.~~

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~WC STALLED AT 50 FEET RIGHT WING DROPPING SUDDENLY. LOST HEIGHT RAPIDLY AND DROVE VERTICALLY STRIKING THE GROUND.~~

*30 Feet - On Ground*

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

COURT OF INQUIRY

DATE: 7-7-42.

COMPOSITION:

*000/MAC/1828/1/1/1*

W/C C.H. GREENWAY C178 RCAF STATION, SEA ISLAND, B.C.

F/L J.N. SPENCER C1493 RCAF STATION, SEA ISLAND, B.C.

F/O A.V. BRANSCOMBE C8256 RCAF STATION, PATRICIA BAY, B.C.

RECOMMENDATIONS:

IT SHOULD BE IMPRESSED ON ALL PILOTS THAT IF A BAD SWERVE DEVELOPS DURING TAKE OFF WHICH CANNOT BE CORRECTED, THEY SHOULD THROTTLE BACK AND BRING AIRCRAFT TO A STOP ON AERODROME RATHER THAN CONTINUE TAKE OFF.

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.

THIS ACCIDENT WAS DUE TO THE PILOT FAILING TO CORRECT SWERVE DURING TAKE OFF.  
DIRECTOR OF OPERATIONS RECOMMENDS THAT PILOTS FOR LARGE AIRCRAFT SHOULD BE FIVE FEET SEVEN INCHES IN HEIGHT AND 145 POUNDS IN WEIGHT.

RECORDED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_