

PROCEEDINGS OF COURT OF INQUIRY

FLYING ACCIDENTS.

The Court was assembled on (date) the 2nd of October 1922
at (place) Roberval, P.Que.
by order of The Director, Canadian Air Force (CAF WO. Part. 11A. Serial 39
Para. 5
with instructions to inquire into the circumstances connected with the Accident on (date) Sept. 21st 1923
at (place) Godbout, Que.
(nearest town) Godbout, Que. involving

Plane		Engine			
Type and registration mark.	Extent damaged, e.g., Totally, Seriously, Slightly.	Type.	No.		Extent damaged, e.g., Totally, Seriously, Slightly.
			W.D. No.	Maker's No.	
HS 2L G-CYEK	Totally	Liberty			Immersed in salt water

NOTE.—If more than one plane is involved insert here first in order the names of the occupants of the plane entered first above.	Occupants.					
	Name.	Rank.	Unit or Address.	Whether Pilot or passenger on Flight.	No. of plane in which persons were occupant.	Extent injured, e.g., Fatally, Seriously or Slightly.
	W. Kenny	Flt. Lt.	Roberval	Pilot	--	Nil
	H. Methot	Forest Eng.	"	Observer	--	Slightly
	A. E. Wright	A. E. F.	"	Mechanic	--	Nil

Here insert additional special points of inquiry (if any) contained in instructions of the authority convening the Court.

For the purposes of:—
(1) Establishing the facts called for in the findings, of the Court—on page 3 of this Form.
(ii) Enabling the Court to state, on page 4 of this Form, its opinion as to the cause of the accident.
(iii) Injuring specially into:—

COMPOSITION OF THE COURT.

	Rank.	Name.	Unit or Address.
President.....	Flt. Lt.	G. O. Johnson	C. A. F. H. Q.
Members.....	F. O.	L. R. Charron	Roberval
In attendance.....	P. O.	A. Ferrier	C. A. F. H. Q.

LIST OF WITNESSES.

Rank.	Name.	Unit or address (if civilian, state so).	Rank.	Name.	Unit or address (if civilian, state so).
Flt. Lt.	W. R. Kenny	Roberval			
Air Engine F.	A. E. Wright	Roberval			

EVIDENCE.

1st Witness:-

W. R. Kenny.

I, Flight Lieutenant W.R.Kenny, Superintendent of Roberval Air Station was pilot in charge of HS ~~AL~~ G-CYBK on Sept. 21st. I left Seven Islands bound for Tadoussac at 13.25 with H.Methot and A.E.Wright as passengers. I arrived at Godbout at 15.10 and seeing that the Godbout river was well sheltered and sufficient water at high tide I decided to land there and refill one tank as I was carrying thirty gallons of gasoline in tins. Before landing I noticed that there was a telegraph wire stretched across the river. After the landing was made and the machine anchored in the river I had the gasoline put in the tank and the oil reservoir replenished at 16.00 hrs. I then proceeded to take off and finding that the hills on the north side were rather steep I took off towards the sea. As I was sure the machine would not get off in time to clear the telegraph wire I decided to hydroplane as far as the wire and then take off. The machine was on her step ready to take off and I had concluded that it would safely pass under the wire when I discovered that there was a second wire only about three or four feet above the water. As soon as I saw this I closed the throttle but the momentum of the machine after taking up the slack broke the wire. I then taxi the machine to the shore to make sure that no damage had been done. The wire had run up the out rigger and broken by coming in contact with the starting handle. It had also marked the port outer strut near the fitting and torn the three ply. It was the end of the wire that had cut the three ply. It appeared to me that the other wire had sagged somewhat and I was doubtful whether it would clear or not. I was informed by a resident that I would find good water between the sandbars on the St.Lawrence River so I decided to take off at that place as there were a number of motorboats hovering about in the River Godbout. The machine required a long run to get off on account of a leaky port fin. I passed safely out of the Godbout River into the St.Lawrence and prepared to take off. The water was choppy and the machine was off as for she had flying speed. We hit at least half a dozen times but it was impossible to keep the machine up and although the waves were quite large at this point I decided that it would be better to shut off and taxi to the shore. Before I had time to turn the machine around I saw water coming up through the floor boards and realized that the hull must be leaking badly. My first thought was to taxi fast for the shore but the machine started to sink quickly and a wave broke over the front cockpit and I had just time enough to pull back the throttle when the hull went right under so I quickly left my seat and climbed up through the wires. While under the water I could still see the propeller taking over so that I had to wait until the propeller stopped before coming to the top. My first thought was the safety of the two occupants and found that AEF.Wright who had been sitting in the same cockpit with me was safely on the plane also FE.H.Methot was on top. I saw blood on Mr.Methot's cheek and found that he had cut his eyelid, possibly on the pitot tube. As the Very's light and rifles were all under water there was no alternative but to wait until a boat should pick us up. A motorboat which had left the shore very shortly after the machine sank came to our rescue and conveyed us to the shore. While obtaining a new outfit of dried clothes I sent the motorboat back to tow in the machine. At about 22.00 hrs. I went up to the machine which was about half submerged and with the assistance of AEF.Wright and the owner of the motorboat salvaged most of the gear in the boat. I then gave instructions to AEF.Wright to get the motor out and cleanse it of salt water. As he

could only work at it at low tide I told him to sacrifice the plane in order to get the engine at it was impossible to save both. As I was suffering from a bad cold I proceeded to Quebec on the S.S. North Shore at 03.00 hrs. 22nd of September accompanied by H. Methot. I

In accordance with regulations I sent a telegram giving particulars of the accident to C.A.F. Headquarters.

MR Kenney

.....
Flight Lieutenant,
Superintendent Roberval Air Station.

A.E.WRIGHT (AEF)

On the morning of the 21st of September 1922, I inspected Machine G-CYRK and found everything in good order. After running into wire on the Godbout River, Flight Lieutenant W.R. Kenny taxied the machine to the shore and I again examined it and found that it had not been damaged as the wire had been severed on starting handle. After taxiing to mouth of River we started to take off and after nearly getting flying speed the machine seemed to mount a big wave and strike the next wave with considerable force. The next thing I noticed was the water entering the hull very rapidly under my seat. We headed for shore immediately and a big wave came over the nose causing the machine to dive under the water as far as the engine. The last thing noticed before going under the water was that Flight Lieutenant W.R.Kenny was attempting to switch off after throttling down.

.....*Alfred E. Wright*.....
Aero Engine Fitter

FINDINGS OF THE COURT.

The undersigned, have conducted a Court of Inquiry on the instructions set forth on the first page of this Form, and at the place and on the date thereon stated.

The evidence of the (No.....².....) Witnesses is recorded on the (No.....) pages inserted inside this Form.

(A) We find from the evidence that the following facts have been established—

(1) The description of the occupants, planes and engines and of the extent of injury to them is as set forth on the front page of this Form, with the exception that ~~all~~

(ii) The purpose of and instructions for the Flight(s) were as follows:—

Aeroplane.		Purpose and Instructions (including whether one occupant was instructing the other).
Type and Registration mark.	No.	
HS 2L G-CYEK		En route to Roberval on completion of operations at Natashquan Que.

(iii) The accident occurred at ^{16.00} o'clock at the place and on the date set forth on the front page of this Form.

(iv) The aeroplane(s) were controlled as follows:—

Aeroplane.		No. of seats.	Whether fitted with Single or Dual Control.	Names of Occupants of Seats.		
Type and Registration mark.	No.			Front.	Back.	Other.
HS 2L G-CYEK		5	Dual Control	H.Methot	W.R.Kenny A.E.Wright	

(v) The aeroplane(s) took off the ^{water}~~ground~~ as follows:—

Aeroplane.		Time.	Weather conditions where aeroplane took off.
Type and mark.	No.		
HS 2L G-CYEK		16.00 hrs.	Attempted to take off

(vi) Condition of aeroplane(s) at commencement of Flight(s).

Aeroplane.		When last examined.				Whether Plane and Engine fit for Flight in question.
Type and registration mark.	No.	By Fitter or by Air Engineer.		By Rigger or by Air Engineer.		
		Date.	Hour.	Date.	Hour.	
HS 2L G-CYMK		21-9-22	15.40	21-9-22	15.40	Both plane and engine fit.

(vii) The flying experience of the occupants prior to this Flight was:—

Name of Occupant.	Types of Aeroplanes.	Time Flown on each type.			
		Dual.		Solo.	
		Hours.	Mins.	Hours	Mins.
W.R.Kenny	HS 2L F 3 etc.			150 500	

- (viii) We (have) examined the following Aeroplane, Engine, and Pilot's Flying Log Book and (have not) have ascertained:—

Description of Book.	Remarks, including material facts supplementing or confirming evidence of witnesses.
Aeroplane Log Engine Log.	-----

- (ix) We (have) visited the scene of the accident (before) aeroplane(s) (was) removed and have found (have not) (after) (were) the following material facts:—

- (x) The following sections of Air Regulations, 1920, were not complied with:—

- (B) We have been unable to obtain the evidence of the following material witnesses:—

Name.	Rank.	Unit or Address.	Reason precluding obtaining evidence.	How concerned with accident.
H. Methot	Forest Engineer	Roberval	Absent on sick leave	Passenger

- (C) The cause of the accident was in our opinion:—

The pounding of the machine on extremely large waves dislodging a plank of the hull.

- (D) In our opinion, blame is attached to the following:—

No one

- (E) Following are our recommendations for prevention of a repetition of this type of accident:—

That operations in the Gulf of St. Lawrence area be carried out as early as possible in the season.

Signature of President of Court

Member of Court

do

do

Date of Signing

I (do not) concur in above finding.

O.C. Unit.

Date

Provincial Secretary.

Approval and Remarks—

Date October 24 - 1922

Air Officer Commanding Canadian Air Force.

PROCEEDINGS OF COURT OF INQUIRY

FLYING ACCIDENTS.

The Court was assembled on (date) the 2nd of October 1922
at (place) Roberval, P.Que.
by order of The Director, Canadian Air Force (CAF WO. Part. 11A. Serial 39
Para. 5
with instructions to inquire into the circumstances connected with the Accident on (date) Sept. 21st. 1923
at (place) Godbout, Que.
(nearest town) Godbout, Que. involving

Plane		Engine			
Type and registration mark.	Extent damaged, e.g., Totally, Seriously, Slightly.	Type.	No.		Extent damaged, e.g., Totally, Seriously, Slightly.
			W.D. No.	Maker's No	
HS 2L G-CYEK	Totally	Liberty			Immersed in salt water

NOTE.—If more than one plane is involved insert here first in order the names of the occupants of the plane entered first above.	Occupants.					
	Name.	Rank.	Unit or Address.	Whether Pilot or passenger on Flight.	No. of plane in which persons were occupant.	Extent injured, e.g., Fatally, Seriously or Slightly.
	W.Kenny	Flt.Lt.	Roberval	Pilot	--	Nil
	H.Methot	Forest Eng.	"	Observer	--	Slightly
	A.E.Wright	A.E.F.	"	Mechanic	--	Nil

Here insert additional special points of inquiry (if any) contained in instructions of the authority convening the Court.

- For the purposes of:—
- (1) Establishing the facts called for in the findings, of the Court—on page 3 of this Form.
 - (ii) Enabling the Court to state, on page 4 of this Form, its opinion as to the cause of the accident.
 - (iii) Injuring specially into:—

COMPOSITION OF THE COURT.

	Rank.	Name.	Unit or Address.
President.....	Flt. Lt.	G.O.Johnson	C.A.F. H.Q.
Members.....	F.O.	L.R.Charron	Roberval
In attendance.....	P.O.	A.Ferrier	C.A.F. H.Q.

LIST OF WITNESSES.

Rank.	Name.	Unit or address (if civilian, state so).	Rank.	Name.	Unit or address (if civilian, state so).
Flt.Lt.	W.R.Kenny	Roberval			
Air EngineF.	A.E.Wright	Roberval			

EVIDENCE.

1st Witness:-

W. R. Kenny.

I, Flight Lieutenant W.R.Kenny, Superintendent of Roberval Air Station was pilot in charge of HS 21 G-CYAK on Sept. 21st. I left Seven Islands bound for Tadoussac at 13.25 with H.Methot and A.E.Wright as passengers. I arrived at Godbout at 15.10 and seeing that the Godbout river was well sheltered and sufficient water at high tide I decided to land there and refill one tank as I was carrying thirty gallons of gasoline in tins. Before landing I noticed that there was a telegraph wire stretched across the river. After the landing was made and the machine anchored in the river I had the gasoline put in the tank and the oil reservoir replenished at 16.00 hrs. I then proceeded to take off and finding that the hills on the north side were rather steep I took off towards the sea. As I was sure the machine would not get off in time to clear the telegraph wire I decided to hydroplane as far as the wire and then take off. The machine was on her step ready to take off and I had concluded that it would safely pass under the wire when I discovered that there was a second wire only about three or four feet above the water. As soon as I saw this I closed the throttle but the momentum of the machine after taking up the slack broke the wire. I then taxi the machine to the shore to make sure that no damage had been done. The wire had run up the out rigger and broken by coming in contact with the starting handle. It had also marked the port outer strut near the fitting and torn the three ply. It was the end of the wire that had cut the three ply. It appeared to me that the other wire had sagged somewhat and I was doubtful whether it would clear or not. I was informed by a resident that I would find good water between the sandbars on the St. Lawrence River so I decided to take off at that place as there were a number of motorboats hovering about in the River Godbout. The machine required a long run to get off on account of a leaky port fin. I passed safely out of the Godbout River into the St. Lawrence and prepared to take off. The water was choppy and the machine was off before she had flying speed. We hit at least half a dozen times but it was impossible to keep the machine up and although the waves were quite large at this point I decided that it would be better to shut off and taxi to the shore. Before I had time to turn the machine around I saw water coming up through the floor boards and realized that the hull must be leaking badly. My first thought was to taxi fast for the shore but the machine started to sink quickly and a wave broke over the front cockpit and I had just time enough to pull back the throttle when the hull went right under so I quickly left my seat and climbed up through the wires. While under the water I could still see the propeller taking over so that I had to wait until the propeller stopped before coming to the top. My first thought was the safety of the two occupants and found that AEF.Wright who had been sitting in the same cockpit with me was safely on the plane also FE.H.Methot was on top. I saw blood on Mr.Methot's cheek and found that he had cut his eyelid, possibly on the pitot tube. As the Very's light and rifles were all under water there was no alternative but to wait until a boat should pick us up. A motorboat which had left the shore very shortly after the machine sank came to our rescue and conveyed us to the shore. While obtaining a new outfit of dried clothes I sent the motorboat back to tow in the machine. At about 22.00 hrs. I went up to the machine which was about half submerged and with the assistance of AEF.Wright and the owner of the motorboat salvaged most of the gear in the boat. I then gave instructions to AEF.Wright to get the motor out and cleanse it of salt water. As he

As the

could only work at it at low tide I told him to sacrifice the plane in order to get the engine as it was impossible to save both. As I was suffering from a bad cold I proceeded to Quebec on the S.S. North Shore at 03.00 hrs. 22nd of September accompanied by H. Methot. I

In accordance with regulations I sent a telegram giving particulars of the accident to C.A.F. Headquarters.

W R Kenny

.....
Flight Lieutenant,
Superintendent Roberval Air Station.

A.E.WRIGHT (AEF)

On the morning of the 21st of September 1922, I inspected Machine G-CYBK and found everything in good order. After running into wire on the Godbout River, Flight Lieutenant W.R. Kenny taxied the machine to the shore and I again examined it and found that it had not been damaged as the wire had been severed on starting handle. After taxiing to mouth of River we started to take off and after nearly getting flying speed the machine seemed to mount a big wave and strike the next wave with considerable force. The next thing I noticed was the water entering the hull very rapidly under my seat. We headed for shore immediately and a big wave came over the nose causing the machine to dive under the water as far as the engine. The last thing noticed before going under the water was that Flight Lieutenant W.R. Kenny was attempting to switch off after throttling down.

.....*Alfred E. Wright*.....

Aero Engine Fitter

FINDINGS OF THE COURT.

The undersigned, have conducted a Court of Inquiry on the instructions set forth on the first page of this Form, and at the place and on the date thereon stated.

The evidence of the (No.....².....) Witnesses is recorded on the (No.....) pages inserted inside this Form.

(A) We find from the evidence that the following facts have been established—

(1) The description of the occupants, planes and engines and of the extent of injury to them is as set forth on the front page of this Form, with the exception that **Nil**

(ii) The purpose of and instructions for the Flight(s) were as follows:—

Aeroplane.		Purpose and Instructions (including whether one occupant was instructing the other).
Type and Registration mark.	No.	
HS 2L G-CYKK		En route to Roberval on completion of operations at Natashquan Que.

(iii) The accident occurred at **16.00** o'clock at the place and on the date set forth on the front page of this Form.

(iv) The aeroplane(s) were controlled as follows:—

Aeroplane.		No. of seats.	Whether fitted with Single or Dual Control.	Names of Occupants of Seats.		
Type and Registration mark.	No.			Front.	Back.	Other.
HS 2L G-CYKK		5	Dual Control	H. Methot	W.R. Kenny A.E. Wright	

(v) The aeroplane(s) took off the **water ground** as follows:—

Aeroplane.		Time.	Weather conditions where aeroplane took off.
Type and mark.	No.		
HS 2L G-CYKK		16.00 hrs.	Attempted to take off

(vi) Condition of aeroplane(s) at commencement of Flight(s).

Aeroplane.		When last examined.				Whether Plane and Engine fit for Flight in question.
Type and registration mark.	No.	By Fitter or by Air Engineer.		By Rigger or by Air Engineer.		
		Date.	Hour.	Date.	Hour.	
HS 2L G-CYRK		21-9-22	15.00	21-9-22	15.40	Both plane and engine fit.

(vii) The flying experience of the occupants prior to this Flight was:—

Name of Occupant.	Types of Aeroplanes.	Time Flown on each type.			
		Dual.		Solo.	
		Hours.	Mins.	Hours	Mins.
W.R. Kenny	HS 2L P 3 etc.			150 500	

- (viii) We (have) examined the following Aeroplane, Engine, and Pilot's Flying Log Book and (have not) have ascertained:—

Description of Book.	Remarks, including material facts supplementing or confirming evidence of witnesses.
Aeroplane Log Engine Log.	-----

- (ix) We (have) visited the scene of the accident (before) aeroplane(s) (was) removed and have found (have not) (after) (were) the following material facts:—

- (x) The following sections of Air Regulations, 1920, were not complied with:—

- (B) We have been unable to obtain the evidence of the following material witnesses:—

Name.	Rank.	Unit or Address.	Reason precluding obtaining evidence.	How concerned with accident.
H. Methot	Forest Engineer	Roberval	Absent on sick leave	Passenger

- (C) The cause of the accident was in our opinion:—

The pounding of the machine on extremely large waves dislodging a plank of the hull

- (D) In our opinion, blame is attached to the following:—

No one

- (E) Following are our recommendations for prevention of a repetition of this type of accident:—

That operations in the Gulf of St. Lawrence area be carried out as early as possible in the season.

Signature of President of Court.

Member of Court.

do

do

Date of Signing.

I (do not) concur in above finding.

O.C. Unit.

Date.

Provincial Secretary.

Approval and Remarks—

Date. October 24 - 1922

Air Officer Commanding Canadian Air Force.

PROCEEDINGS OF COURT OF INQUIRY

FLYING ACCIDENTS.

The Court was assembled on (date) the 2nd of October 1922
at (place) Roberval, P.Que.
by order of The Director, Canadian Air Force (CAF WO. Part. 11A. Serial 39
with instructions to inquire into the circumstances connected with the Accident on (date) Sept. 21st 1922
at (place) Godbout, Que.
(nearest town) Godbout, Que. involving

Type and registra- tion mark.	Plane	Extent damaged, e.g., Totally, Seriously, Slightly.	Type.	Engine		Extent damaged, e.g., Totally, Seriously, Slightly.
				W.D. No.	Maker's No	
HS 2L O-CYBK	Totally		Liberty			Immersed in salt water

NOTE.—If more than one plane is involved insert here first in order the names of the occupants of the plane entered first above.

Occupants.					
Name.	Rank.	Unit or Address.	Whether Pilot or passenger on Flight.	No. of plane in which persons were occupant.	Extent injured, e.g., Fatally, Seriously or Slightly.
W. Kenny	Pt. Lt.	Roberval	Pilot	--	Nil
H. Methot	Forest Eng.	"	Observer	--	Slightly
A. E. Wright	A. E. F.	"	Mechanic	--	Nil

Here insert additional special points of inquiry (if any) contained in instructions of the authority convening the Court.

For the purposes of:—

- (1) Establishing the facts called for in the findings, of the Court—on page 3 of this Form.
(ii) Enabling the Court to state, on page 4 of this Form, its opinion as to the cause of the accident.
(iii) Injuring specially into:—

COMPOSITION OF THE COURT.

	Rank.	Name.	Unit or Address.
President.....	Pt. Lt.	G. O. Johnson	C. A. F. H. Q.
Members.....	P. O.	L. R. Charron	Roberval
In attendance.....	P. O.	A. Ferrier	C. A. F. H. Q.

LIST OF WITNESSES.

Rank.	Name.	Unit or address (if civilian, state so).	Rank.	Name.	Unit or address (if civilian, state so).
Pt. Lt.	W. R. Kenny	Roberval			
Air Engineer	A. E. Wright	Roberval			

32

EVIDENCE.

1st Witness:-

W. R. Kenny.

I, Flight Lieutenant W.R.Kenny, Superintendent of Roberval Air Station was pilot in charge of HS ~~AL~~ G-CYEK on Sept. 21st. I left Seven Islands bound for Tadoussac at 13.25 with H.Methot and A.E.Wright as passengers. I arrived at Godbout at 15.10 and seeing that the Godbout river was well sheltered and sufficient water at high tide I decided to land there and refill one tank as I was carrying thirty gallons of gasoline in tins. Before landing I noticed that there was a telegraph wire stretched across the river. After the landing was made and the machine anchored in the river I had the gasoline put in the tank and the oil reservoir replenished at 16.00 hrs. I then proceeded to take off and finding that the hills on the north side were rather steep I took off towards the sea. As I was sure the machine would not get off in time to clear the telegraph wire I decided to hydroplane as far as the wire and then take off. The machine was on her step ready to take off and I had concluded that it would safely pass under the wire when I discovered that there was a second wire only about three or four feet above the water. As soon as I saw this I closed the throttle but the momentum of the machine after taking up the slack broke the wire. I then taxi the machine to the shore to make sure that no damage had been done. The wire had run up the out rigger and broken by coming in contact with the starting handle. It had also marked the port outer strut near the fitting and torn the three ply. It was the end of the wire that had cut the three ply. It appeared to me that the other wire had sagged somewhat and I was doubtful whether it would clear or not. I was informed by a resident that I would find good water between the sandbars on the St. Lawrence River so I decided to take off at that place as there were a number of motorboats hovering about in the River Godbout. The machine required a long run to get off on account of a leaky port fin. I passed safely out of the Godbout River into the St. Lawrence and prepared to take off. The water was choppy and the machine was off before she had flying speed. We hit at least half a dozen times but it was impossible to keep the machine up and although the waves were quite large at this point I decided that it would be better to shut off and taxi to the shore. Before I had time to turn the machine around I saw water coming up through the floor boards and realized that the hull must be leaking badly. My first thought was to taxi fast for the shore but the machine started to sink quickly and a wave broke over the front cockpit and I had just time enough to pull back the throttle when the hull went right under so I quickly left my seat and climbed up through the wires. While under the water I could still see the propeller taking over so that I had to wait until the propeller stopped before coming to the top. My first thought was the safety of the two occupants and found that AEF.Wright who had been sitting in the same cockpit with me was safely on the plane also FE.H.Methot was on top. I saw blood on Mr.Methot's cheek and found that he had cut his eyelid, possibly on the pitot tube. As the Very's light and rifles were all under water there was no alternative but to wait until a boat should pick us up. A motorboat which had left the shore very shortly after the machine sank came to our rescue and conveyed us to the shore. While obtaining a new outfit of dried clothes I sent the motorboat back to tow in the machine. At about 22.00 hrs. I went up to the machine which was about half submerged and with the assistance of AEF.Wright and the owner of the motorboat salvaged most of the gear in the boat. I then gave instructions to AEF Wright to get the motor out and cleanse it of salt water. As he

could only work at it at low tide I told him to sacrifice the plane in order to get the engine at it was impossible to salve both. As I was suffering from a bad cold I pproceeded to Quebec un the S.S.North Shore at 03.00 hrs. 22nd of September accompanied by H.Methot. I

In accordance with regulations I sent a telegram giving particulars of the accident to C.A.F.Headquarters.

W R Kenny

.....
Flight Lieutenant,
Superintendent Roberval Air Station.

A.E.WRIGHT (AEF)

On the morning of the 21st of September 1922, I inspected Machine G-CYEK and found everything in good order. After running into wire on the Godbout River, Flight Lieutenant W.R. Kenny taxied the machine to the shore and I again examined it and found that it had not been damaged as the wire had been severed on starting handle. After taxiing to mouth of River we started to take off and after nearly getting flying speed the machine seemed to mount a big wave and strike the next wave with considerable force. The next thing I noticed was the water entering the hull very rapidly under my seat. We headed for shore immediately and a big wave came over the nose causing the machine to dive under the water as far as the engine. The last thing noticed before going under the water was that Flight Lieutenant W.R.Kenny was attempting to switch off after throttling down.

.....*Alfred E. Wright*.....

Aero Engine Fitter

FINDINGS OF THE COURT.

The undersigned, have conducted a Court of Inquiry on the instructions set forth on the first page of this Form, and at the place and on the date thereon stated.

The evidence of the (No.....2.....) Witnesses is recorded on the (No.....) pages inserted inside this Form.

(A) We find from the evidence that the following facts have been established—

(i) The description of the occupants, planes and engines and of the extent of injury to them is as set forth on the front page of this Form, with the exception that **Nil**

(ii) The purpose of and instructions for the Flight(s) were as follows:—

Aeroplane.		Purpose and Instructions (including whether one occupant was instructing the other).
Type and Registration mark.	No.	
HS 2L G-CYEK		En route to Roberval on completion of operations at Natashquan Que.

(iii) The accident occurred at 16.00 o'clock at the place and on the date set forth on the front page of this Form.

(iv) The aeroplane(s) were controlled as follows:—

Aeroplane.		No. of seats.	Whether fitted with Single or Dual Control.	Names of Occupants of Seats.		
Type and Registration mark.	No.			Front.	Back.	Other.
HS 2L G-CYEK		5	Dual Control	H.Methot	W.R.Kenny A.E.Wright	

(v) The aeroplane(s) took off the ~~ground~~^{water} as follows:—

Aeroplane.		Time.	Weather conditions where aeroplane took off.
Type and mark.	No.		
HS 2L G-CYEK		16.00 hrs.	Attempted to take off

(vi) Condition of aeroplane(s) at commencement of Flight(s).

Aeroplane.		When last examined.				Whether Plane and Engine fit for Flight in question.
Type and registration mark.	No.	By Fitter or by Air Engineer.		By Rigger or by Air Engineer.		
		Date.	Hour.	Date.	Hour.	
HS 2L G-CYEK		21-9-22	15.40	21-9-22	15.40	Both plane and engine fit.

(vii) The flying experience of the occupants prior to this Flight was:—

Name of Occupant.	Types of Aeroplanes.	Time Flown on each type.			
		Dual.		Solo.	
		Hours.	Mins.	Hours	Mins.
W.R.Kenny	HS 2L F 3 etc.			150 500	

- (viii) We (have) examined the following Aeroplane, Engine, and Pilot's Flying Log Book and
(have not)
have ascertained:—

Description of Book.	Remarks, including material facts supplementing or confirming evidence of witnesses.
Aeroplane Log Engine Log.	-----

- (ix) We (have) visited the scene of the accident (before) aeroplane(s) (was) removed and have found
(have not) (after) (were)
the following material facts:—

- (x) The following sections of Air Regulations, 1920, were not complied with:—

- (B) We have been unable to obtain the evidence of the following material witnesses:—

Name.	Rank.	Unit or Address.	Reason precluding obtaining evidence.	How concerned with accident.
H. Methot	Forest Engineer	Roberval	Absent on sick leave	Passenger

- (C) The cause of the accident was in our opinion:—

The pounding of the machine on extremely large waves dislodging a plank of the hull

- (D) In our opinion, blame is attached to the following:—

No one

- (E) Following are our recommendations for prevention of a repetition of this type of accident:—

That operations in the Gulf of St. Lawrence area be
carried out as early as possible in the season.

Signature of President of Court

Member of Court

do

do

Date of Signing

I (do not) concur in above finding.

O.C. Unit.

Date

Provincial Secretary.

Approval and Remarks—

Date

Air Officer Commanding Canadian Air Force.



Library and Archives
Canada
395 Wellington Street
Ottawa, ON K1A 0N4

Bibliothèque et Archives
Canada
395, rue Wellington
Ottawa, ON K1A 0N4

For material still subject to legislative, contractual or institutional obligations, users warrant that they will respect those obligations and not use LAC collections in a manner that would infringe the rights of others. Liability that may arise in the use of a copy is assumed in full by the user. LAC accepts no responsibility for unauthorized use of collection material by users.

To ensure proper citation and to facilitate relocation of an item, the source of the material and its reference number should always accompany the copy.

Pour les documents faisant encore l'objet d'obligations législatives, contractuelles ou institutionnelles, les usagers s'engagent à respecter ces obligations et à ne pas utiliser les documents des collections de BAC de façon à nuire aux droits d'autrui. Ils doivent assumer entièrement toute responsabilité qui pourrait découler de l'utilisation d'une reproduction de document. BAC décline toute responsabilité quant à l'utilisation non autorisée de documents provenant de ses collections.

Afin de citer un document avec exactitude et d'en faciliter le repérage, sa source et son numéro de référence doivent toujours accompagner la reproduction.

TITLE/TITRE :

Court of Inquiry - G-CYEK Curtiss HS-2L

FILE/DOSSIER :

REFERENCE NUMBER / NUMÉRO DE RÉFÉRENCE:

RG24-E-1-a, vol. 5074, file 1021-2-13

PAGE(S) : **18**

DATE : **12/09/2024**