# PROCEEDINGS OF COURT OF INQUIRY

					CCIDENTS.			-Incom	Les los
The Court was				2nd of	October :	1922			
at (place)									
by order of							L's	ara.,	
with instruction	s to inqu	ire into the	eircumstar	nces connect	ed with the A	ccident on	(date)	Sept.2]	lst 1923
at (place)	o dbou	t, Que.				yers I i			
(nearest town)		Godbo	at, Que				invo	lving	
20022 20	DI	ane	91000000	DALL BE	M MARKET	To i	ns, san		I de la company
Type and		Extent damaged	. e.g.,	083 31		Engine No.	A DES	Extent dama	ged e.g
registra- tion mark.		Totally, Seriously, Sligh		Type.	W.D. No.	Maker'sNo		Totall Seriously, S	V.
HS 2L Totally G-CYEK			HAVE BEEN TO		y so tars y so tars y sang y ake lago		Imme	rsed in	salt wat
Note.—If more plane is involv	ed insert	gu eus a	en eri	SAT	Occupa		EndA.		
here first in order the names of the occupants of the plane entered first above.				Rank.	Unit or Address.	Whet Pilo or passer on Fli	nger	No. of plane in which persons were occupant.	Extent injured, e.g., Fatally, Seriously or Slightly.
	-			t.Lt. Roberval		Pi	lot		Nil
	red III			rest En	g. "	06	server		Slightl
	PARAGE			E.F.	per took	#e	chanic		Nil
Here insert ac special points of (if any) containe structions of the ity convening the	inquiry ed in in- author-	(ii) Enab	ishing the Cocident.	facts called ourt to state lly into:—	for in the fine, on page 4 of	this Form	ne Court-, its opin	on page 3	of this Form. e cause of the
			Rank.	of filler	Nam	e.	No.	Unit or Add	ress.
President	President		t. Lt.		G.O.John	so n	C	A.F. H	1.0.
Members			.0.		L.R.Char	100		oberval	
In attendance		P	.0.	In all la	A.Ferrier	ISHE SPU		.A.F. H	i.Q.
plant plant	CET I	GEN SELL	LIS	ST OF WITN	NESSES.	A PART	Lo one	· · · · · · · · · · · · · · · · · · ·	
Rank.		Name.		or address an, state so).	Rank.		Name.		ait or address ilian, state so).
Flt.Lt. Air Engin	the second	.R.Kenny	EL PAN	erval erval	OF DELIGIES IN THE PARTY OF THE		e de los	2	94

#### EVIDENCE.

1st Witness:-

W. R. Kenny.

I. Flight Lieutenant W.R.Kenny, Superintendent of Roberval Air Station was pilot in charge of HS &L 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 tied I decided to land there and refill one tank as I was carrying thirty gallons of gasoline in time. Before landing I noticed that there was a telegraph wire strethed across the river. After the landing was made and the machine enchored in the river I had the gasoline put in the tank and the oil reservoir re-plenished at 16.00 hrs. I then proceeded to take off and fin-ding 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 trottle 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 betwee 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 safetly out of the Godbout River into the St. Lawrence and prepaired to take off. The water was choppy and the machine was off abor she had flying speed. We hit at least half a dozen times but it was impossible to keep the machine up and although the wave were quite large at this point I decided that it would be bett to shut off and taxi to the shore. Before I had time to turn t 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 ware broke over the front cockpit and I had just time amough to pull back the trottle when the hull went wright under so I quickly left my seat and climbed up trough 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 on the same cockpit with me was safely on the plans also FE.H.Methot was on top. I saw blood on Mr.Methot's cheek and found that he had cutted 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 rescrue and conveyed us to the shope. 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 salved most of the gear in the boat. I then gave instructions to ABF 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 proceeded to Quebec un the S.S. Worth 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.

orre as a live a tolic o in h setged.

Flight Lieutenant,
Superintendent Roberval Air Station,

Plight:
Superintendent Rober

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 taxying 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. The 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 throthing down.

alfred & 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.

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

Aeroplane	e.	
Type and Registration mark.	No.	Purpose and Instructions (including whether one occupant was instructing the other).
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 sects	No. of seats. Whether fitted with Single -		Names of Occupants of Seats.				
Type and Registration mark.	No.	- No. or seats.	Whether fitted with Single or Dual Control.	Front.	Back.	Other.			
HS 2L G-CYEK		5	Duel Control	H.Methot	W.R.Kenny A.E.Wright				

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

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

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

Aeropla	ne.	When last examined.				
Type and registration No.		By Fitter or by Air Engineer.	By Rigger or by Air Engineer.	Whether Plane and Engine fit for Flight in question.		
mark.	Date. Hour.	Date.   Hour.				
HS ZL		21-9-22 15.60	21-9-22 15.4	O Both plane and engine		

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

Name of Occupant.	Types of Aeroplanes.		Time Flown on each type.				
Traine of Goodpane.	Types of Actoplanes.	D	ual.	Solo.			
W.R.Kenny	Hs 2L. F 3 etc.	Hours.	Mins.	Hours 150 500	Mins.		
San Hadi					**		

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

A RU S. RUSIS TOLES	PRINCIPAL PROPERTY OF THE PARTY	HERDT SAR SHAMART	TRUTTERED HIS A THICKNESS WE HAVE	CA MUNICIPALITY OF MAN TO CHROLOGICAL SAVA
Descr	ription of Book.		including material facts suppler	menting or confirming evidence of witnesses.
Aerople Engine	ane Log	bo faddoleo a		CAL We find from the evidence that i
(ix) V	We (have ) (have not) he following m	visited the scene of naterial facts:—	the accident (before) aeron	plane(s) (was ) removed and have foun (were)
(x) T	he following se		lations, 1920, were not com	plied with:—
		a to obtain the evi	dence of the following mate	oviel witnesses
on the in		e to obtain the evi-	dence of the following man	inal witheases.
Name.	Rank.	Unit or Address.	Reason precluding obtaining evidence.	How concerned with accident.
ethot	Forest Engineer	r Roberval	Absent on sick	leave Passenger
	WOOD OF THE PARTY	ident was in our o	A STATE OF THE PARTY OF THE PAR	
	The	pounding of	the machine on ex	tremely large waves disloc
ging a	plank of	the hull		
(D) In ou	r opinion, blam	ne is attached to the	ne following:—	
	No of	ne		
	Joot and way	dr.amilikasishimi	7	ning Colon C
(E) Follow	wing are our rec	commendations for	prevention of a repetition	of this type of accident:—
	That	operations	in the Gulf of St	Lawrence area
be.c	arried out	as early a	s possible in the	season/
		4	mucoconent of Filehic	
		Signature of	f President of Court	O Johnson I-le I
			Member of Court	100
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			do	a Jeine po
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do not) cond	cur in above fin	ding.	IST with all sains, chargings,	of The Bylan as parieties of the
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ate				Provincial Secretary
oproval and	Remarks—	app	roved	
. Oct	tober 2	4-1922	Anoth	Les Commanding Canadian Air Force.

# PROCEEDINGS OF COURT OF INQUIRY

FLYING ACCIDENTS.

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with instruction				ON LOW		AND DESCRIPTION		P	ara.5	The state of the s
	A Address								The state of the s	
at (place)G										
(nearest town).			DO.U.G.,		•		***************************************		orving	
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tion mark.		Seriously,	Slightly	9 1		W.D. No.	Maker'sNo		Seriously,	Slightly.
HS 2L G-CYEK					Libert	У		Imm	ersed in	n salt wate
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plane is involved inse here first in order the names of the occupants the plane entered fir above.		ne of		Rank. Unit or Address		Where Pill on passe on Fl	ot r nger	No. of plane in which persons were occupant.	Extent injured, e.g., Fatally, Seriously or Slightly.	
THE PARTY OF			H.Methot For		t.Lt. rest Eng	Roberval	AND SEE	ot serve:	A STATE OF THE STA	Nil Slightly Nil
Here insert a special points o (if any) contain structions of the ity convening th	f inquiry ed in in- e author-	(ii) I	stablish Enablin acci	ning the g the C dent. g specia	e facts called ourt to state	d for in the fin	f this Form	he Cour n, its op	rt—on page inion as to t	3 of this Form. the cause of the
Canal Canal	Jane			Rank.		Nam	ne.	4	Unit or Ac	ldress.
President Members In attendance			F1t. F.O. P.O.		1	G.O.Johns L.R.Charr A.Ferrier		1	C.A.F. E	
TOTAL TOTAL		ERE I		LIS	ST OF WIT	NESSES.	E SHEP		ROW.	
Rank.		Name			or address an, state so)	Rank.		Name		Unit or address ivilian, state so).
Flt.Lt.	W.	R.Ken	ny	Robe	erval			2 .07 2 .07	33	

#### EVIDENCE.

1st Witness:-

W. R. Kenny.

Flight Lieutenent W.R.Kenny, Superintendent of Roberval Air Station was pilot in charge of HS & 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 tied 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 strethed across the river. After the landing was made and the machine enchored 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 fin-ding 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 trottle 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 betwee the sandbars on the St. Lawrence Hiver 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 .1 passed safetly out of the Godbout River into the St. Lawrence and prepaired to take off. The water was choppy and the machine was off abor she had flying speed. We hit at least half a dozen times but it was impossible to keep the machine up and although the wave were quite large at this point I decided that it would be bette to shut off and taxi to the shore. Before I had time to turn to 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 amough to pull back the trottle when the hull went wright under so I quickly left my seat and climbed up trough the wires. While under the water I could still see the propeller taking over so that I had to wait until the propel-ler 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 on the same cockpit with me was safely on the plans also FR.H.Methot was on top. I saw blood on Mr.Methot's cheek and found that he had cutted 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 rescrue and conveyed us to the shows. While obtaining a new outfit of dried clothes I sent th motorboat back to tow in the machine. At about 22.00 hrs. I wen up to the machine which was about half submerged and with the assistance of AEF. Wright and the owner of the motorboat salved most of the gear in the boat. I then gave instructions to AMF 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 proceeded 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.

The state of the s

Flight Lieutennnt, Superintendent Roberval Air Station. 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 taxying 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 throtling down.

agred e wings

Aero Engine Fitter



#### FINDINGS OF THE COURT.

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- (A) We find from the evidence that the following facts have been established—
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Aeroplane		
Type and Registration mark.	No.	Purpose and Instructions (including whether one occupant was instructing the other).
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.	Whathan Gual and Single	Nan	Names of Occupants of Seats.			
Type and Registration mark.	No.	- No. of seats.	Whether fitted with Single or Dual Control.	Front.	Back.	Other.		
HS 2L G-CYEK		5	Duel Control	H.Methot	W.R.Kenny A.E.Wright	5 5 5 T (O)		

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

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

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

Aeroplane.		. V	Vhen last exan	nined.	Whether Plane and Engine fit for Flight in question.	
Type and registration	registration No.		er or agineer.	By Rigger or by Air Engineer.		
mark.	Date.	Hour.	Date.	Hour.		
HS 2L G-CYEK		21-9-22	2 15.60	21-9-2	2 15.4	O Both plane and engine

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

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

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

Descr	iption of Book.	Remarks,	including materia	facts supplem	nenting or co	onfirming evidence	e of witnesses.
Aeropla Engine		—ba falldaisa n	ed cold slows	miwalio) sal	and sans	(con the evid	Form American
(ix) V	(nave not	visited the scene of ) naterial facts:—		pefore) aerop (after )		vas ) removed vere)	
					•••••		emilyone/A
(x) T	he following se	ections of Air Regu	lations, 1920, w	ere not com	plied with		
(B) We ha	ave been unabl	e to obtain the evi	dence of the fol	lowing mate	rial witnes	sses:—	
Name	Rank.	Unit or Address.	Re preclud	ason ing obtaining ridence.	2302 91 69	How concerned	with accident.
.Methot I	orest Enginee:	r Roberval	Absent	on sick	1eave	Passenge	r dan ager
(C) The c	ause of the acc	eident was in our o	pinion:—				
	The	pounding of	the machin	e on ex	tremely	y large we	eves dislod-
-ging a	The state of the s			A Salkawa	al t The ston		AP (9)
(D) In ou		ne is attached to the	he following:—				
		ne			ap-		The deserve
(E) Follow	wing are our re	commendations fo	r prevention of	a repetition	of this typ	pe of accident:	- A Section
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be	carried o	ut as early	as possib	le in th	e seas	on.	
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Date						Pro	vincial Secretary.
Approval and	Remarks—	Ash					
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0		2		0	70	ordo	7 _
Date Oc	tober	14-192	2	Air Off	icer Comm	anding Canadi	an Air Force.

# PROCEEDINGS OF COURT OF INQUIRY

FLYING ACCIDENTS.

The Court was	assemble	ed on (da	te)	the	2nd of	October	1922		* 1 R	g ont	IN JUL
at (place)	Rok	erval	. P.Q	120.	-14949V	Mar T. 1 tif	L L = 1				
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with instruction											
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han 22 galo	220	il shi	TOY.	Rank.	and pro		ame.	tup 4	Unit	or Addı	ress.
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#### EVIDENCE.

1st Witness: -

W. R. Kenny.

I, Flight Lieutenant W.R.Kenny, Superintendent of Roberval Air Station was pilot in charge of HS &L 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 tied 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 strethed across the river. After the landing was made and the machine enchored 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 trottle 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 safetly out of the Godbout River into the St.Lawrence and prepaired to take off. The water was choppy and the machine was off abore 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 amough to pull back the trottle when the hull went wright under so I quickly left my seat and climbed up trough 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 plans also FE.H.Methot was on top. I saw blood on Mr.Methot's cheek and found that he had cutted 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 rescrue 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 salved 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 proceeded 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.

riso L Jan I and is ease luke

Flight Lieutement,

Superintendent Roberval Air Station.

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 taxying 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 throtling down.

alfred & Moringle

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.		
Type and Registration mark.	No.	Purpose and Instructions (including whether one occupant was instructing the other).
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	Names of Occupants of Seats.			
Type and Registration mark.	No.	140. 01 seats.	or Dual Control.	Front.	Back.	Other.	
HS 2L G-CYEK		5	Duel Control	H.Methot	W.R.Kenny A.E.Wright		

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

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

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

Aeropla	ne.	When last examined.					
Type and registration	registration No.		By Fitter or by Air Engineer.		er or gineer.	Whether Plane and Engine fit for Flight in question.	
mark.		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.				
rame of Occupant.	Types of Aeropianes.	D	ual.	Solo.		
W.R.Kenny	HS 2L F 3 etc.	Hours.	Mins.	Hours 150 500	Mins.	



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

Descr	iption of Book.	Remarks,	s, including material facts supplementing or confirming evidence of witnesses.
Aeroplas		W—ba kilifara i	(A) We find from the evidence that the fallowing facts in we been
•	(have not		of the accident (before) aeroplane(s) (was) removed and have found (after) (were)
(x) T	he following se	ections of Air Regu	ulations, 1920, were not complied with:—
(B) We ha	ive been unab		ridence of the following material witnesses:—
Name.	Rank.	Unit or Address.	Reason precluding obtaining evidence. How concerned with accident.
.Methot F	rest Engineer	Roberval	Absent on sick leave Passenger
(E) Follov	r opinion, blan  No on  ving are our re	commendations for	or prevention of a repetition of this type of accident:— he Gulf of St.Lawrence area be
cerri	ed out as		of President of Court.
			do Likeron F.O. do Asine 90
Date of Signing  I (do not) cond	* 4.4.	nding.	
		an in	O.C. Unit.
Date			Provincial Secretary.
Approval and l	Remarks—	pprone	2d :353 E E
Date Oct	ober -	24-192	Air Officer Commanding Canadian Air Force.



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