



craft after these flights and sent to the centre, where the information will be played back without removing the tape. This will help to ensure that the systems are continuing to function satisfactorily.

It is hoped that the existence of the centre will encourage operators to provide recordings of any unusual in-flight occurrences, such as flight through moderate to severe turbulence, large wind variations during the approach to land, or encounters with wake turbulence from other aircraft. The Flight Research Laboratory has done extensive work in such areas and hopes that the information gleaned from such incidents will provide an insight into ways of coping with and preventing future incidents.

*Wreckage of Air Canada DC8 that crashed at Toronto July 5, 1970. An arrow shows the stainless steel shell housing flight recorder.*

*The flight recorder after shell had been removed by examiners.*

telligible, and to analyze background noise that may be of interest.

According to A.B. (Tim) Wood, head of the Flight Research Laboratory, a strong national need existed for a centrally-located small laboratory specializing in flight-recorder data retrieval, verification and interpretation, staffed by persons whose expertise would be acknowledged and who would be part of a neutral agency.

Particular emphasis is being placed on handling tapes that may have been damaged by heat or impact. According to Mr. Wood, even in the case where the tape is undamaged, it takes considerable skill to extract the information and then decide whether the data obtained can be relied upon to produce a true picture of the events leading up to the accident.

Under the agreement setting up the centre MOT and DND send recorders from aircraft involved in accidents or incidents to the centre for dismantling and playback of the information. DND is also arranging routine test flights under controlled conditions. The recorders will be removed from the air-

