

C.C.A.--2.

July 9, 1946.

3. On examining the wreckage, it was noted that the aircraft had struck the ground with some considerable force, with the nose and left main planes first. It then bounced a distance of approximately 15 feet, then came to rest with both port upper main planes folded across both cockpits. The engine, however, remained intact in the bearers, but the cylinders and accessories appeared to have suffered damage as a result of the impact. The engine throttle was noted to be in the half-way position and the ignition switches were showing in the "on" position. A careful examination of the structure revealed no evidence whatsoever of structural failure and all controls and control surfaces were intact and could be operated from either control column and rudder pedals. The elevator tabs were in neutral position. Due to the severe damage sustained to the airframe structure, the owners decided to write off the aircraft. The Certificate of Registration and Certificate of Airworthiness were therefore forwarded to Headquarters for cancellation under cover of our letter dated May 30, 1946.

4. Due to the nature of the injuries sustained by both occupants, it was not possible to interview them until May 20, 1946, and in this connection, attached you will find a memorandum addressed to the undersigned from Assistant Inspector F. W. Bone, who carried out the interview. According to Pilot Whitehead, there is no question that the aircraft, at the time of the accident, was engaged in violent aerobatic manoeuvres. This is corroborated by several eye-witnesses who had been watching the aircraft for some time from the field where the accident took place. Whether or not Pilot McClain was attempting to execute a "bunt" or had lost consciousness when in the dive after completing the second loop must therefore remain unknown, at least for the time being.

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