

DEPARTMENT OF DEFENCE

AIR ACCIDENT INVESTIGATION COMMITTEE

REPORT No 74

ACCIDENT TO SEAGULL A9-4 THE PROPERTY OF THE
ROYAL AUSTRALIAN AIR FORCE WHICH OCCURRED AT
NORFOLK BAY TASMANIA ON 19th MARCH 1930

STATEMENT OF THE ACCIDENT

On the morning of the 19th March 1930, gunnery practice was being carried out by HMAS AUSTRALIA and HMAS CANBERRA in Norfolk Bay, Tasmania. Four flying boats were detailed to observe the fall of shot, the machines being A9-2, A9-3, A9-4 and A9-8. A9-2 was observing from the west of the target, A9-3 from the south, and A9-4 and A9-8 from the north, the average height of the machines being 200 feet. The crew of A9-4 consisted of:

Pilot	Pilot Officer A.G. Grant, the RAAF Photographic Officer on board HMAS ALBATROSS.
Observer	Lieutenant I.D. Elliot, RN, the Naval Photographic Officer attached to HMAS ALBATROSS.
Telegraphist	Leading Telegraphist D.O. McGowan, RN

The machines took off at 9.30 am and had been observing the fall of shot for approximately one hour when A9-4 went into a spin and crashed, the pilot and observer being seriously injured and the telegraphist killed.

ACTION TAKEN BY THE COMMITTEE

Two members of the Committee visited the scene of the accident and took evidence from a number of witnesses, a copy of the proceedings of the Naval Court of Inquiry being made available to them.

PILOT'S FLYING TIME

186 hours on all types, of which 78.35 hours on Seagulls, and 38.50 hours dual.

FLYING TIME OF SAEGULL A9-4

Machine 313.50 hours. Since last overhaul 77.20 hours.

Engine 139.35 hours. Since last overhaul 101.50 hours

FINDING

The accident arose from the pilot stalling the machine whilst endeavouring to make a quick turn to facilitate photographic work, which stall may have been accentuated by the bumpy conditions existing at the time.

(Henry Payne) CHAIRMAN

.....MEMBER

(H.P.L. Gipps) MEMBER

..... MEMBER

(E. Johnston) MEMBER

Date 11 April 1930