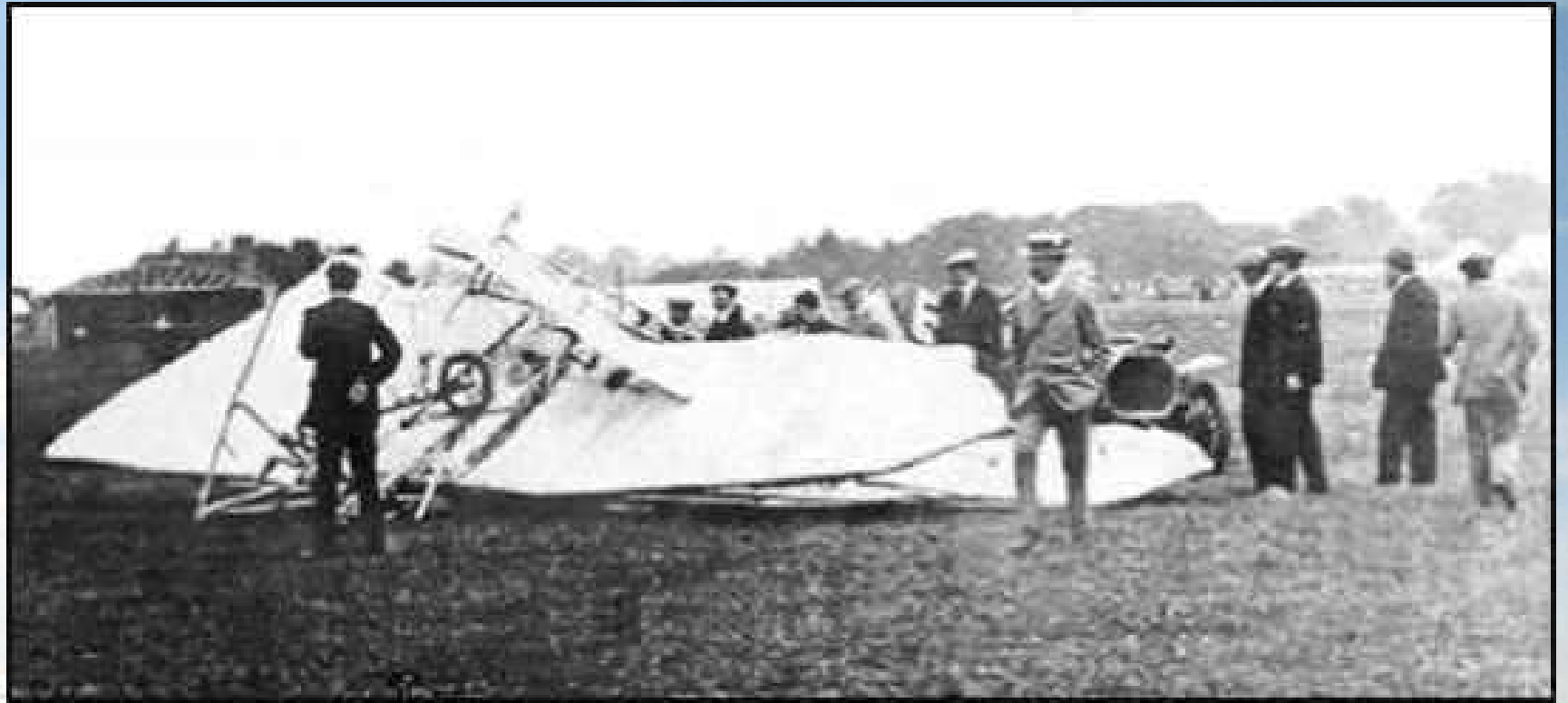


# 101 Years of Aircraft Accident Investigation

P R Coombs

[Link to recording of this lecture at the  
RAeS in London on 11th April 2013](#)











Mr. G. B. Cockburn, the aviator who, as a member of the Aero Club of the U.K., will fly on behalf of Great Britain at the Rheims Flight Meeting next week.





## The Royal Aero Club of the United Kingdom

OFFICIAL NOTICES TO MEMBERS

### The King's Patronage.

The Chairman, Sir Chas. D. Rose, Bart., M.P., has received a notification from the Right Hon. Sir William H. P. Carington, G.C.V.O., C.B., P.C., the Keeper of the King's Privy Purse, that His Majesty The King has been graciously pleased to become Patron of the Royal Aero Club.

### Committee Meeting.

A meeting of the Committee was held on Tuesday, the 4th inst., when there were present—Sir Charles D. Rose, Bart., M.P., in the Chair, Mr. Griffith Bewser, Col. J. E. Capper, C.B., R.E., Mr. G. B. Cockburn, Capt. Bertram Dickson, R.F.A., Capt. J. D. B. Fulton, R.F.A., Col. H. C. L. Holden, C.B., F.R.S., Prof. A. K. Huntington, Mr. F. R. McClean, Mr. Alec Ogilvie, Mr. C. F. Pollock, Mr. R. W. Wallace, K.C., and the Secretary.

**The Late Mr. Wilbur Wright.**—The Chairman, before proceeding with the business of the meeting, referred to the deplorable loss to the science of aviation sustained by the death of Mr. Wilbur Wright. He reported that immediately on receipt of the sad news he had dispatched the following cablegram to Mr. Orville Wright—

"The Members of the Royal Aero Club have received with great sorrow the sad news, and desire to tender you most heartfelt sympathies."

He had also cabled as follows to the Aero Club of America—

"The Committee of the Royal Aero Club desires to express its deepest regret at the loss of Wilbur Wright and its high appreciation of his eminent and unrivalled work in aviation."

The Chairman's action was unanimously approved and confirmed. On behalf of the members of the club Lord Montagu, a member of the Club's Council, sent a wreath to the funeral from New York.

**New Members.**—The following new members were elected—Major P. N. Buckley, Andre Marcel Desoutter, William Hugh Ewen, Samuel Jordan Gilchrist, Robert Leicester Harcourt, M.P., Richard Heyce, O. F. Odell, Andrew Mitchell Ramsay, Sir John C. B. Shelley, Bart. and Frederick Horsley Wright. Total membership to date 1,375.

**Aviators' Certificates.**—The following aviators' certificates were granted—

218. Henry Charles Beard (Howard Wright Biplane, Hendon).
  219. Hugh Percy Neuham (Bristol Biplane, Brooklands).
  220. Charles Lindsay Campbell (Bristol Biplane, Salisbury).
  221. Francis Henry Fowler (Howard Wright Biplane, Hendon).
  222. Thomas O'Brien Hulbert (Howard Wright Biplane, Hendon).
  223. Montagu Kington Nevill Jennings (Bristol Biplane, Salisbury).
  224. Alphame Fote (French subject) (Blériot Monoplane, Hendon).
- (Subject to sanction Aero Club de France.)
225. Richard T. Gates (Howard Wright Biplane, Hendon).
  226. Lieut. David Percival, R.G.A. (Bristol Biplane, Salisbury).
  227. 2nd-Corporal Frank Kidd, R.E. (Bristol Biplane, Salisbury).
  228. Lieut. Leonard Dewar (Bristol Biplane, Salisbury).
  229. Lieut. J. N. Fletcher, R.E. (Cody Biplane, Luffness Plain).
  230. Lieut. Baron Trevelyan James, R.E. (Howard Wright Biplane, Hendon).
  231. Marcus Dyer Manton (Howard Wright Biplane, Hendon).

**British Manufacturers' Sub-Committee.**—Prof. A. K. Huntington reported on the meeting of the manufacturers held on May 22nd, 1912. The proposals for the formation of a sub-committee were approved, and it was resolved that the matter be proceeded with.

**Public Safety and Accidents Investigation Committee.**—On the motion of Col. H. C. L. Holden the following report of this Committee was unanimously adopted—Meetings were held on the 7th, 21st, 22nd and 28th May, 1912, when there were present—Col. H. C. L. Holden, C.B., F.R.S., in the chair, Mr. A. E. Berriman, Mr. G. B. Cockburn, Capt. J. D. B. Fulton, R.F.A., Mr. F. K. McClean, Mr. W. O. Manning, Mr. Alec Ogilvie, Mr. Mervyn O'Gorman, Sir Charles D. Rose, Bart., M.P., Major-General R. M. Rank, R.E., Staff-Surgeon H. V. Wells, R.N., and the Secretary.

**APPOINTMENT OF OFFICIAL REPRESENTATIVES.**—It was decided to appoint Club Representatives at the various centres to enquire into and report on all accidents.

The following have so far been appointed:—

**East-wards.**—Mr. F. K. McClean, Mr. Alec Ogilvie, and Com. C. R. Samson, R.N.

**Southwards.**—Mr. G. B. Cockburn, Capt. J. D. B. Fulton, R.F.A., and Capt. E. L. Gerrard, R.M.L.I.

**Westwards.**—Mr. W. O. Manning and Mr. R. L. Charteris.

**Hendon.**—Mr. C. Grahame-White, Mr. H. Barber, and Mr. R. T. Gates.

**Manchester.**—Mr. F. B. Murray, Mr. J. B. Butler, and Mr. E. A. Pochin.

**Bristol.**—Mr. G. Higginbotham.

**BROOKLANDS ACCIDENT.**—Report on the fatal accident to Mr. E. V. B. Fisher and his passenger, Mr. Victor Mason, when flying at Brooklands on Monday, May 13th, 1912, at about 6 p.m.

**Brief Description of the Accident.**—Mr. E. V. B. Fisher flying with a passenger on a Flanders monoplane fitted with a 60-h.p. Green engine had made two or three circuits of the Brooklands flying ground. He was making a left-hand turn when the aircraft fell to the ground, killing both the aviator and passenger. Almost immediately after contact with the ground, the aircraft was in flames.

**Report.**—The Special Committee sat on the following dates—Tuesday, May 21st, Wednesday, May 22nd, and Tuesday, May 28th, 1912, and heard the evidence of two eye witnesses, both of whom were aviators holding certificates. The Committee also heard the evidence of the designer and manufacturer of the aircraft, and of the representative of the maker of the motor. The written reports of other witnesses, and the report of Dr. Eric Gardner, were also considered.

From the consideration of this evidence the Committee is of opinion that the following facts are clearly established—

(1) That the accident originated while the aircraft was making a left-hand turn at about 150 feet from the ground. (Evidence as to height, in the opinion of the Committee, is not conclusive.)

(2) That the aircraft had turned through an angle of about 90° in the horizontal plane.

(3) That it then side-slipped inwards.

(4) That it struck the ground head first, with the tail practically vertical.

(5) That from the effect produced on the engine and other parts the velocity at the moment of striking the ground was very considerable.

(6) That the fire which took place originated subsequently to the fall, and was the result not the cause of the accident.

(7) That there is no reason to suppose that the structural failure of any part of the aircraft was the cause of the accident.

(8) That from the commencement of the flight the aircraft was flying tail down.

(9) That the engine was actually running when the aircraft struck the ground.

(10) That Mr. Fisher was not in any way incapacitated so far as the normal control of the aircraft was concerned by an injury to his left shoulder, which he had sustained on April 18th, 1912.

(11) That the passenger did not cause the accident.

(12) That Mr. Fisher was thrown, fell, or jumped out of the aircraft when the latter was at a considerable height from the ground, his body being found about 60 ft. in front of the spot where the aircraft struck. The passenger remained in the aircraft; his position was such that he could not readily have been thrown out.

(13) Mr. Fisher was granted his Aviator's Certificate No. 77, on May 2nd, 1911, by the Royal Aero Club.

**Opinion.**—The Committee is of opinion that the cause of the accident was the aviator himself, who failed sufficiently to appreciate the dangerous conditions under which he was making the turn, when the aircraft was flying tail down, and in addition was not flying in a proper manner.

A side slip occurred, and Mr. Fisher lost control of the aircraft.

It seems probable that his losing control was caused by his being thrown forward on to the elevating gear, thereby moving the forward involuntarily, which would have had the effect of still further turning the aircraft down. This would explain his being thrown out whilst in the air.

In the opinion of the Committee it is possible that if the aviator had been suitably strapped into his seat he might have retained control of the aircraft.

It was unanimously resolved that this Report be forwarded to the Committee with a recommendation that it be published in extenso.



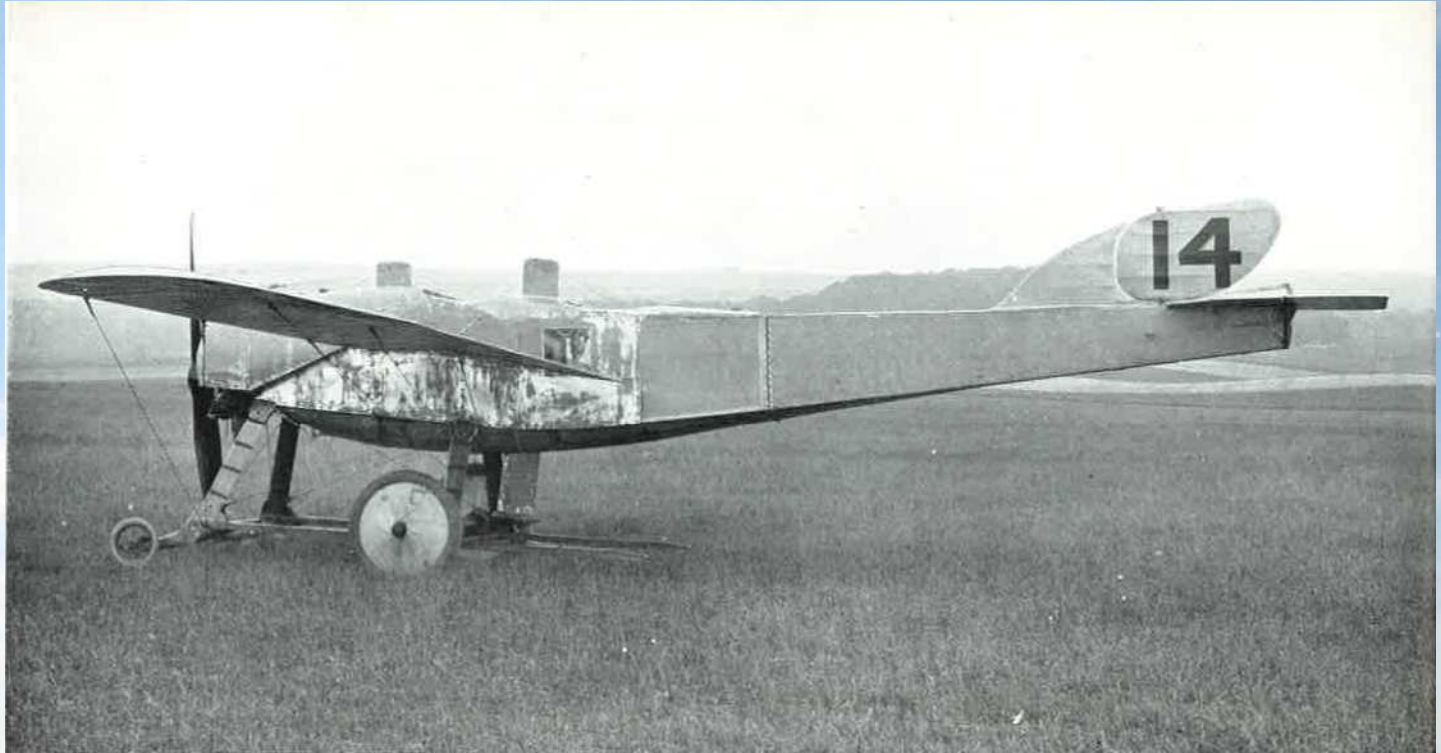
Major Road Works  
at Airmans Cross  
Jct A344 & A360  
from 9th July  
for 23 weeks.  
Expect delays

Frappé chocolate

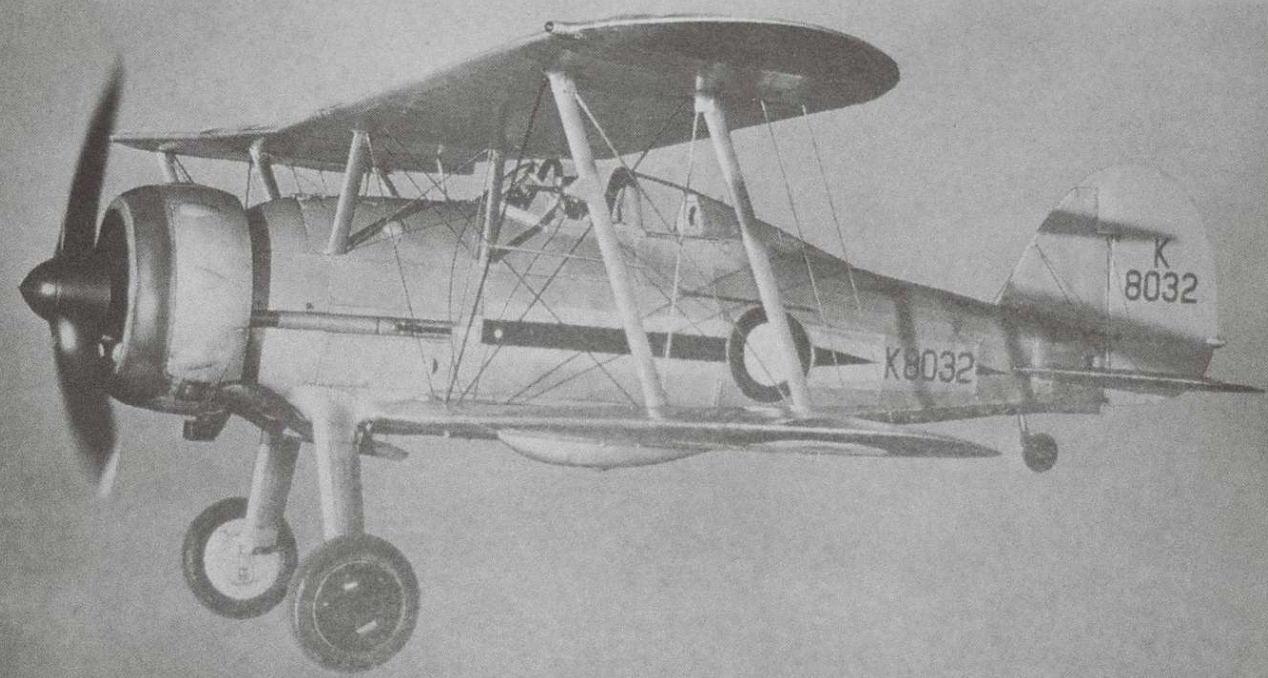
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1919.

Civil Accidents.

	<u>Accidents.</u>	<u>Killed.</u>	<u>Injured.</u>
January	0	0	0
February	0	0	0
March.	0	0	0
April.	0	0	0
May.	5	0	9
June.			
July.	0	0	0
August.	4	1	4
September.	4	1	3
October.	3	0	0
November	1	2	0
December.	1	2	0
Total.	18	6	16











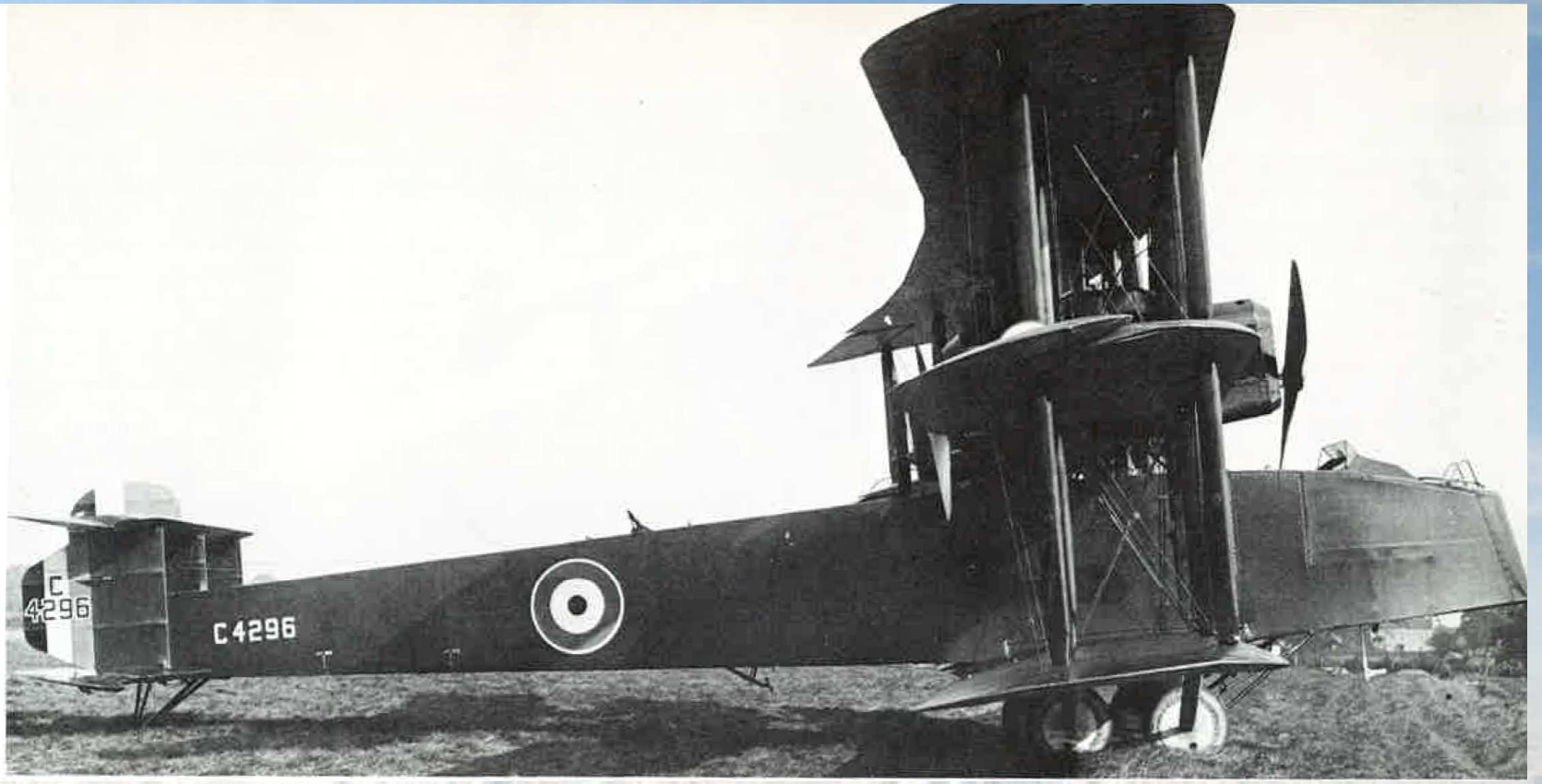




















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HIGH RECALL



International Standards  
and Recommended Practices



**Annex 13**  
to the Convention on  
International Civil Aviation

# **Aircraft Accident and Incident Investigation**

This edition incorporates all amendments adopted by the Council prior to 23 February 2010 and supersedes, on 18 November 2010, all previous editions of Annex 13.

For information regarding the applicability of Standards and Recommended Practices, see Chapter 2 and the Foreword.

Tenth Edition  
July 2010

International Civil Aviation Organization



FRONTIER AIRLINES













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# British Air Transport in the Seventies

Report of the Committee of Inquiry  
into Civil Air Transport

*Chairman*  
Professor Sir Ronald Edwards KBE

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by Command of Her Majesty  
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**FIG 1**

General View of Wreckage showing:

Background - Rear fuselage housing  
secondary recorder

Foreground - Inverted Centre Section

Lower Right - Forward Fuselage area  
housing primary recorder

























































































