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00.30 B.S.T. ON MONDAY, OCTOBER 20, 1941.  
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ACCIDENT TO D.H.84 DRAGON AIRCRAFT ON MAY 21, 1941.

An accident occurred on 21st May, 1941 involving D.H.84 Dragon aeroplane G-ACAN belonging to Allied Airways (Gandar Dower) Ltd. All the seven occupants of the aeroplane were injured, four seriously, and the pilot has since died.

2. The aeroplane was on that day proceeding on a scheduled passenger service in the North of Scotland. The flight was uneventful until when over an area of water at a height of 500-600 ft. and 3-4 miles from the coast the port engine failed.

The pilot immediately gave instructions that the passengers were to put on their life jackets.

A few moments later he intimated that he thought he could make land and that the life jackets would not, therefore, be required.

Acting on further instructions from the pilot two of the occupants, employees of the company, then attempted to jettison a heavy wooden trestle which was located in the rear of the cabin. While this attempt was being made the pilot lost control of the aeroplane which crashed in a field at Hilltown Farm.

3. The accident was investigated by an Air Ministry Inspector of Accidents and he found that:-

- (1) The pilot was qualified to fly this type of aeroplane and was the holder of a current pilot's licence.
- (2) The quantity of petrol carried for the flight in question was insufficient.

4. The Inspector came to the following conclusions:-

- (A) The pilot committed an error of airmanship in that he failed to ensure that sufficient fuel was carried for the flight. This resulted in failure of the port engine following exhaustion of its fuel supply after approximately 55 minutes flight.
- (B) The pilot lost control of the aeroplane at such a height that recovery was impossible. The reason for this loss of control cannot definitely be established, but the possibility that it was due to the movements of the two employees of the company in their efforts to jettison the trestle, thus causing a displacement of the centre of gravity position at a critical time, cannot be dismissed.

The Chief Inspector of Accidents is in agreement with these conclusions.