

That the death of Cadet Albert John Freeman Greenwood (19), University student, who was killed in an aeroplane crash at Point Cook on February 19, was caused by injuries accidentally received, was the finding of the City Coroner (Mr. D. Berriman) at the inquest to-day.

Raymond James Brownell, officer commanding Number 1 Flying Squadron, said that he detailed Greenwood for solo work on February 19. Greenwood was flying well, and when he started to come down, evidently he overestimated the height he was up. Then he appeared to realise that he would probably land in the sea, and tried to turn the machine round. The machine completed a turn and a half before striking the ground. The engine was running at the time, which was dangerous.

George Jones, officer in charge of the workshop, said he found no defect in the machine after the accident.

3-26 (WA PAPER)

A2-28 Albert John Freeman Greenwood, crash of SE-5 near Point Cook, fourth fatal accident since the foundation of the RAAF, Parliamentary inquiry called for, explanation of 'Why aeroplanes stall'

AIR FATALITIES.

Trainee Crashes.

Melbourne, Feb. 19.

When attempting to make a landing after a solo flight this morning, Albert John Freeman Greenwood, a University student undergoing a course of training at Point Cook, crashed, and was killed. When within 200ft. of the ground Greenwood attempted a right hand turn. The engine stalled, and the machine spun to the ground. It was badly damaged.

Since the formation of the Royal Australian Air Force, only four fatal accidents have occurred.

Parliamentary Question.

Inquiry Suggested.

Melbourne, Feb. 19.

On the motion for the adjournment of the House of Representatives Mr. Makin (Lab., S.A.) said that that morning one of the flying cadets had been killed at Point Cook by the machine stalling. Public sentiment, he said, demanded that there should be some assurance that the machines used should be as safe as possible, and he desired to know whether the Minister would consent to a Select Committee of the House or a Royal Commission to see whether there had been any neglect.

Sir Neville Howse said that it was unfortunately true that a University student named Greenwood had been killed. He had finished his preliminary training and was manoeuvring to enter the aerodrome when the accident happened. As Minister he would see that every effort was made to see that only the best pilots and only the best machines were used in training. He believed that the machines used were as safe as those used anywhere. He did not think any good would be served by such an inquiry as that suggested.

2-26 (WAPAPER)

CRASHED 19.2.26

AVIATION MISHAP.

WHY AEROPLANES STALL.

On Friday morning last, in attempting to land after having completed a solo flight at Point Cook, Albert John Freeman Greenwood, one of the cadets undergoing training at No. 1 Flying Training School was killed when the machine stalled, and spun from an altitude of 200 feet to the ground. Cadet Greenwood was aged 19 years, and was considered one of the most promising pupils in the School. It was stated that Greenwood was flying in a single-seater fighter of the S.E.5A type, and was making a landing when the accident occurred. As he was attempting a right-hand turn the machine stalled, and crashed to the ground. Greenwood had previously flown an aeroplane of the same type.

The secretary of the Air Board (Major P. W. Coleman) interviewed in regard to the accident, said that to remain in the air an aeroplane had to develop a certain speed—in the case of most types of machines, a speed of between 40 and 50 miles an hour. If the speed were allowed to become less the aeroplane would be caused by the force of gravity to fall in the same way as any other object which was heavier than the atmosphere. When this occurred it was said that the machine had stalled. Stalling was responsible for a great percentage of aeroplane accidents, more particularly among cadets who were learning to fly. Stalling might take place even if the machine were in perfect condition. Major Coleman added that since 1921 only four fatal accidents had occurred to members of the Royal Australian Air Force while engaged in flying operations.

Ministerial Assurance.

The Minister for Defence (Sir Neville Howse, V.C.) interrogated in the House of Representatives, said that Greenwood was on a service flight when the accident had occurred. He had performed his first solo flight successfully on the previous day. When approaching the aerodrome that morning he appeared to have overshot his objective, and was manoeuvring to get into the aerodrome when his machine stalled. Every endeavour had been made by the authorities to ensure that none but the best pilots should be engaged in the training of aviation cadets. The best types of machines were being used in both defence and civil aviation, and the measures taken for the safety and security of persons engaged in aviation work compared favourably with the best precautions taken in other countries of the world.

2-26 (WAPAPER)