

Observations of the Behaviour of Sea Otters Aircraft under Cross Wind Conditions.

By S/Ldr. J. M. Lowes. Officer Commanding

Test & Delivery Flight, R.A.F. Drigh Road.

I am of the opinion that the above mentioned type of aircraft is unsuitable for use on single runway aerodromes or in any condition in which it may be required to exercise landings more than a few degrees out of wind. It has been found from experience that when out of wind landings are attempted in this aircraft, there is a grave risk of serious structural damage swing, (a) to the proximity of the wing tip floats to the ground and (b) to the violent swing which results from dropping the wing after landing.

Even in cross winds of small intensity the behaviour of this aircraft is almost unpredictable at the time of touching down and during the subsequent run. The aircraft is fitted with a low narrow ruffled undercarriage, and the oleos are not capable of absorbing the great deal of suddenly applied energy. Owing to the excessively high position of the C/G point above the undercarriage attachment points, any side loads which may be applied are increased in intensity as the aircraft moves in the rolling plane, and it is a common experience that shortly after touching down in a cross wind for one also to be forced down to the limit of its travel and the wing tip float on that side to touch, or almost touch, the ground. This usually results in a violent swing which even very experienced pilots have a great difficulty in controlling.

Signed J. M. Lowes, S/Ldr.  
Officer Commanding  
T & D Flight.  
R.A.F. Station. Drigh Road.