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COMMONWEALTH OF AUSTRALIA.

Telephone: MXY550.

Telegraphic Address: AIR BOARD, MELBOURNE.

ADDRESS ALL COMMUNICATIONS TO "THE SECRETARY."

141226

IN REPLY PLEASE QUOTE

NO. 9/42/46.

US2.13  
SASO 18/11 ✓

AIR BOARD,  
AIR FORCE HEAD-QUARTERS,  
VICTORIA BARRACKS, MELBOURNE, S.C.1.

DEC 24 1942

R.A.A.F. Command,  
Allied Air Headquarters,  
A.M.P. Buildings,  
BRISBANE, QLD.

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With regard to your signal A363/PGM of 18th December, 1942, the following is a summary of the action taken with regard to the replacement of the present Kittyhawk ailerons with metal covered ailerons.

2. The subject was first raised due to the visit of a Staff Officer to Northern Areas, and on his return a cable was sent to America requesting that an investigation be made to determine if metal ailerons had at any stage been tried on the Kittyhawk. The reply stated that no defects whatsoever had ever been experienced with the Kittyhawk ailerons, and that British test pilots reported that aileron control was very good. Surprise was expressed at the request and details of the criticism were demanded.

3. An Air Board signal was then sent to North-Eastern Area (T.686 17/7) asking for clear reasons why the suggestion was put forward to change ~~the~~ metal ailerons. The reply indicated that during a dive at high speed the aircraft tended to turn to the right, and also there was a tendency to bank to the left. The tendency of the aircraft to bank was ~~ca~~tributed to the ballooning of the fabric covering of the ailerons, at high speeds.

4. Naturally the next step was then to obtain another entirely separate opinion, and so No.2 O.T.U. which has Kittyhawks and experienced Kittyhawk pilots was instructed to submit comments. This unit stated that there was no difficulty in trimming the aircraft during a high speed dive to control the tendency to bank to the left. Control was stated to be satisfactory up to a speed of 460 m.p.h.

Another body contacted was No.9 Pursuit Group, and the reply made was that the tendency of the Kittyhawk aircraft to turn or bank in dives at high speed is true, but that trimming of the aircraft before the dive overcame the fault.

5. North Eastern Area was then informed of this by Signal T.803, 27/7, and the final words of the signal were - "and report if any further difficulties".

No further action has been taken.

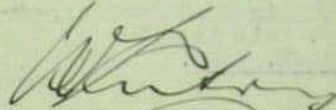
6. The general opinion of pilots appears to have been that the aircraft aileron control is quite satisfactory.

P.T.O.

SASO;

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The reason for the incorporation of metal ailerons on aircraft such as the Spitfire was because the aileron control of the Spitfire was considered heavy at high speeds. As this has not been reported with regard to the Kittyhawk, it naturally has not seemed logical to carryout experiments for which there would appear to be no reason.



Group Captain, D.F.C.,  
for AIR MEMBER FOR ENGINEERING & MAINTENANCE.