

DUTY ON WHICH ENGAGED:

Aerobatics.

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:

LS/UBF/USS ✓

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 23-6-42

Investigating Officer's Report

Aircraft ground looped after landing and ended up facing in the opposite direction with both oleo legs sheared off, port wing and propellor damaged. Pilot states he applied brakes but could not prevent swing owing to lack of pressure in port brake.

COMPOSITION:

F/L. John H. Prentice. R.C.A.F Station,
Dartmouth, N.S.

RECOMMENDATIONS:

THAT AN INITIAL INSPECTION BE MADE ON ALL HARVARD AIRCRAFT TO ASCERTAIN THE PROPER LENGTH OF THE TUBING TO PREVENT POTENTIAL DAMAGE FROM RETRACTING MOVEMENTS OF THE UNDERCARRIAGE. IT IS FURTHER RECOMMENDED THAT A MORE FREQUENT INSPECTION BE MADE OF THE TUBING FOR POSSIBLE BREAKS, CHAFING, SECURITY OR OTHER DAMAGE.

PRIMARY CAUSE:

~~Uneven brake pressure.~~

2. SWUNG

2

NOT CONCURRED IN BY A.C.C. - PRESENT INSPECTIONS ADEQUATE. .
ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

N:L.

CONCLUSIONS OF A.I.B.

GROUND LOOP CAUSED BY UNEVEN BRAKE PRESSURE DUE PROBABLY TO DEFECTIVE PORT BRAKE MECHANISM.

ON THE EVIDENCE NO BLAME TO BE ATTACHED TO THE PILOT.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C ground looped.~~

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____

