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 STATRY  
 FATAL  
 INJ.  
 3RD.  
 5th

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:

Landing after patrol.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

COURT OF INQUIRY

DATE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 20-6-42

WHILE LOSING SPEED ON RUNWAY,  $\sqrt{C}$  COMMENCED TO SWING TO THE LEFT, AND NAV. WITHOUT INSTRUCTIONS FROM THE PILOT RELEASED THE TAIL WHEEL. THE  $\sqrt{C}$  CONTINUED TO SWING LEFT, GROUND LOOPING AND LANDING IN A DITCH OFF THE RUNWAY.

COMPOSITION:

S/L E. R. GARDNER 121 SQUADRON, DARTMOUTH, N.S.

F/L P. H. SCANLAN 5 (B.R.) SQUADRON, DARTMOUTH, N.S.

F/O J. D. RUNKLE 126 (F) SQUADRON, DARTMOUTH, N.S.

RECOMMENDATIONS:

(1) THE CREW OF  $\sqrt{C}$  BE INSTRUCTED THAT THEY ARE NOT UNDER ANY CIRCUMSTANCES TO ACCEPT GENERAL ORDERS REGARDING THE HANDLING OF ANCILLARY CONTROLS AND ACT ONLY ON SPECIFIC ORDERS OF THE CAPTAIN.

(2) TESTS BE CONDUCTED TO ASCERTAIN WHAT SUCCESS MIGHT BE ACHIEVED BY USE OF AND REFERENCE TO THE DIRECTIONAL GYRO WHEN AIRCRAFT HAD DEFINITELY SETTLED AND IS RUNNING WITH THE TAIL WHEEL ON THE GROUND.

PRIMARY CAUSE:

~~FAILURE OF THE PILOT TO EXERCISE SUFFICIENT VIGILANCE TO PREVENT THE AIRCRAFT FROM STARTING TO SWING.~~

ACTION TAKEN:

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

NIL.

CONCLUSIONS OF A.I.B.

THE ACCIDENT WAS DUE TO THE AIRCRAFT SWINGING DURING THE LANDING RUN.

THE POSSIBILITY THAT THE PILOT'S ALERTNESS MAY HAVE BEEN REDUCED BY FATIGUE CANNOT BE DISMISSED.

THE UNLOCKING OF THE TAIL WHEEL BY THE NAVIGATOR PROBABLY CONTRIBUTED TO THE VIOLENCE OF THE SWING.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~ACTION BY THE NAVIGATOR IN RELEASING THE TAIL WHEEL LOCK, RESULTING IN A GROUND LOOP.~~

RECORDED BY

DATE

CHECKED BY

DATE