

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Solo circuits and landings.

INVESTIGATING OFFICER'S REPORT

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 6-8-42.

COMPOSITION:

S/L HUNN R.T. 31 O.T.U. RAF DEBERT.

Aircraft swung on landing. Ran off runway starboard undercarriage collapsed.

RECOMMENDATIONS:

THE TENDENCY OF THE HUDSON TO SWING IS FULLY STRESSED DURING THE PERIOD OF DUAL INSTRUCTION.

PRIMARY CAUSE:

~~THE INABILITY OF THE PILOT TO REALIZE AT ONCE THE SEVERITY OF THE SWING AND THEREFORE FAILURE TO TAKE ADEQUATE CORRECTIVE MEASURES. IN ADDITION IT APPEARS THAT THE PILOT HAD NEVER EXPERIENCED SO SEVERE A SWING AND WAS THEREFORE AT A LOSS AS TO WHETHER OR NOT IT WOULD BE EXPEDIENT TO USE BRAKES TO A REST THE SWING.~~

OBSERVATIONS BY A.O.C.

WHILE THE FINDINGS ARE IN THE MAIN CONCURRED WITH, IT IS FELT THAT THE PRIMARY CAUSE OF THIS ACCIDENT WAS THE TOO HARSH APPLICATION OF THE BRAKES IN THE EARLY STAGES OF THE SWING, CAUSING FAILURE DUE TO OVERHEATING OF THE BRAKES ON THE PORT WHEEL.

ACTION TAKEN:

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

Nil

CONCLUSIONS OF A.I.B.

AGREE WITH THE FINDINGS AND RECOMMENDATIONS.

NOTE I DO NOT AGREE WITH REMARKS OF A.O.C. ANY APPLICATION OF BRAKES IN THIS CASE WOULD OVERHEAT THE RIGHT BRAKE NOT THE LEFT AS FOUND.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Swung on landing. STBD OLEO LEG COLLAPSED.

RECORDED BY

DATE

CHECKED BY

DATE