



PURPOSE OF FLIGHT:

Wireless training flight.

NATURE OF ACCIDENT:

A/c hit control tender when landing.

Trailing aerial had fouled rudder and hydraulic leak had developed. Pilot thinking flaps were U/S on account of leak attempted landing and when near end of runway port wing went down and A/C struck control tender.

CLASSIFICATION:

~~1. Hitting obstructions.~~ 6  
COLLISIONS.

SECONDARY OR CONTRIBUTORY FACTORS:

~~37. Overturning.~~  
~~16. Unauthorized low flying or aerobatics~~ 42

R. C. A. F. L 20 (REVISED)  
7M-4-43 (3202) K. P. 5051  
H. G. 885-L 20

UNAUTHORIZED LOW FLYING

TECHNICAL OFFICER'S REPORT:

Hydraulic from relief valve to pressure gauge and between engine driven pump and relief valve were broken. 100 POK 1/21/51

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 1057

Evidence leads to belief that pilot indulged in unauthorized aerobatics causing trailing aerial to become hooked in rudder thus rendering wireless ineffective and when reeled fully in as far as possible, did prevent the stbd. flap from being lowered, swinging the A/C to port at a time when it was too late for the pilot to avoid the control tender.

CONCLUSIONS OF A.I.B.

Fouling of fixed aerial by the trailing aerial was the cause sine quo non but how this happened or just what happened before the accident is obacure.

ACTION TAKEN: