



PURPOSE OF FLIGHT:

A. and E. Test.

NATURE OF ACCIDENT:

Lack of co-ordination between controls and control surfaces at all times.  
Ailerons locked solid after 35° left bank. On approach for landing, A/C stalled at 135 knots I.A.S. and was dived, at this point elevators stuck, and a landing was made entirely by engines. On application of flaps, A/C dived and could not be controlled by full tail down trim on landing.

CLASSIFICATION:

33. Technical defect.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

Ailerons were found to have freed themselves. On test with autopilot engaged port cable from control to elevator bracket became very loose and fouled follow up pulleys. Four inch hole in deicer boot on port side no doubt causes considerable effect on slip stream.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

LM/ATD

ACTION TAKEN:

NIL