



PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Routine dual instruction flight

10C/AOC/AWP

NATURE OF ACCIDENT:

Spun into ground from an observed height of approx. 2000 ft.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 992

Pilot allowed a/c to assume an unusual position from which he failed to recover. The causes of assuming an unusual position & of failure to recover are obscure, but failure to recover may very probably have been caused by inadvertant locking of rudder controls.

CLASSIFICATION:

~~23. Technical Defect~~

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CONCLUSIONS OF A.I.B.

Agree with findings

A.I.B. personally tested jamming of rudder bar and found prevalent in most of Cornells tested. Action has been taken re slightly lengthening of brake operating rod to overcome this difficulty.

OUT OF CONTROL.

SECONDARY OR CONTRIBUTORY FACTORS:

~~23. Spinning~~

ACTION TAKEN: