



PURPOSE OF FLIGHT:

Routine dual instructions.

NATURE OF ACCIDENT:

The a/c was seen flying at a height of approx. 400 feet in a westerly direction with one wing almost vertically down. It continued to fly in this position, descending and turning to the south, until it passed from view over the brow of the hill.

CLASSIFICATION:

~~13. Loss of control.~~

OUT. OF CONTROL.

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SECONDARY OR CONTRIBUTORY FACTORS:

~~33. Technical defect.~~

TECHNICAL OFFICER'S REPORT:

1 LOC / #10 / #10

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 91

This accident was very probably due to the pilot locking the rudder controls in the full starboard position by applying the toe brake on the port pedal and then attempting to bring the a/c down by sideslipping to the left while using some power. RECOMMENDATIONS: That immediate steps be taken to modify the toe brakes of Cornell a/c so as to prevent the locking of the rudder controls.

ACTION TAKEN: