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*	Brower, D.A.	SGT	R159	113			Seriously		DATE	H/	
$\mathcal{H}$	Winterflood, D.P. (AUS)		LAC		- 1 -		Slightly		A45	17.6	
A LINU A	Paddock, H.C.		LAC	R107	756 FI	ying C	ontrol -	- Serio	<b>US</b> D14 (9	CHECKED	MONTH GREEN
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TECHNICAL OFFICER'S REM PURPOSE OF FLIGHT: Hydraulic from relief valve to pressure gauge and Wireless training flight. between engine driven pump and relief valve were NATURE OF ACCIDENT: broken. A/C : it control tender when landing. COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT: Trailing aerial had fouled rudder FINDINGS: SUMMARY No. 1057 and hydraulic leak had developed. Evidence leads to belief that pilot indulged in Pilot thinking flaps were U/S on unauthorized aerobatics causing trailing aerial to ) account of leak attempted landing become hooked in rudder thus rendering wireless and when near end of runway port ineffective and when reeled fully in as far as wing went down and A/C struck possible, did prevent the stbd. flap from being control tender. 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 CLASSIFICATION: the cause sine quo non but how this happened or just what happened before the accident is obscure. COLLISIONS SECONDARY OR CONTRIBUTORY FACTORS: ACTION TAKEN: 16. Unauthorized low flying or R. C. A. F. L 20 (REVISED) 7M-4-43 (3202) K.P. 5051 H. Q. 885-L 20 UNAUTHORIZED LOW FLYING C. C. LTD. 7084:43