

ACCIDENT CLASSIFICATION

UNIT <b>15 E.F.T.S</b> <b>Regina</b>		COM. <b>4</b>	PLACE <b>1 1/2 miles S of Condie</b>	DATE <b>29-8-43</b>	TIME <b>0820</b>
A/C TYPE <b>CORNELL II</b>		No. <b>14457</b>	CRASH CAT. <b>"A"</b>	S.E. <b>X</b>	M.E. <b>X</b>
				DAY <b>X</b>	NIGHT

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Dufort, L.M.	F/S	RL23903	P	Uninj.	No.	DATE
Perkins, J.	SP	LAC 1804632	PP	Killed	A.14	29-8
					D 14 (REVISED)	
					No.	CHECKED
					21	<input checked="" type="checkbox"/>
					#55	

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS							
		ON TYPE		TOTAL		SOLO	DUAL		
		INST.	NIGHT	SOLO	DUAL				
<b>Ranger</b>	<b>37287/6803</b>	<b>totally</b>		<b>50</b>	<b>87</b>	<b>601</b>	<b>140</b>	<b>687</b>	<b>140</b>
				<b>7</b>	<b>5</b>	<b>34</b>	<b>33</b>	<b>34</b>	<b>33</b>

STAGE OF FLIGHT  
FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJ.  
3rd

ACCIDENT CLASSIFICATION

122 61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31

TYPE OF A/C  
TYPE OF UNIT  
CATEGORY

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32

PURPOSE OF FLIGHT:

Instrument flying.

NATURE OF ACCIDENT:

A/C spun into ground. Pupil was instructed to carry out spin at 7000'. A/C entered spin normally, completed about two turns when shock was felt throughout a/c. Instructor found top surface of port wing disappeared. Told pupil to bail out and with difficulty he himself bailed out. On landing discovered pupil had failed to abandon a/c.

CLASSIFICATION:

~~28. Structural failure~~

18. Misc. Technical

18

SECONDARY OR CONTRIBUTORY FACTORS:

39. Structural Failure

39

TECHNICAL OFFICER'S REPORT:

Nil IBA/P/HMM

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. #128

Structural failure of leading edge and upper surface of port wing, followed by loss of control. Cause of failure obscure, but possibility that wing root fairing had lifted, and during spin, slipstream entered inside of wing forcing off upper skin, cannot be dismissed.

RECOMMENDATIONS

Root end of Cornell wing be covered by fabric to prevent wind entering wing through wing root gap. More substantial means of positioning and securing wing root gap fairing be found.

CONCLUSIONS OF A.I.B.

Agree.

ACTION TAKEN:

Nil