

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 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62

ACCIDENT CLASSIFICATION

| | | | | |
|-------------------------------|-----------|-------------------------------|-------------------|-------------------------|
| UNIT 32 E.F.T.S. Bowden | COM. 4 | PLACE 7 miles SW of Bowden | DATE 26-10-43 | TIME 1700 |
| A/C TYPE CORNELL II | | NO. 14395 | CRASH CAT. "A" | H.Q. FILE 1700-14395 |
| | | S.E. x | M.E. | DAY x |
| | | | | NIGHT |

COMMAND

| PERSONNEL | RANK | NUMBER | DUTY | INJURIES | SIGNAL | |
|-----------------|------|---------|------|----------|----------------|-------------------------------------|
| Thompson, B.H. | SGT | 1232209 | PI | Killed | NO. | DATE |
| Armstrong, N.W. | LAC | 1861982 | FP | Killed | A.174 | 27-10 |
| | | | | | D 14 (REVISED) | |
| | | | | | NO. | CHECKED |
| | | | | | 2 | <input checked="" type="checkbox"/> |
| | | | | | #48 | |

MONTH

STAGE OF FLIGHT

| ENGINE | ENGINE NUMBER (S) | HOURS FLOWN BY PILOTS | | | | | | | |
|-----------------|-------------------|-----------------------|-------|-------|------|------|------|----|--|
| | | ON TYPE | | TOTAL | | | | | |
| | | INST. | NIGHT | SOLO | DUAL | SOLO | DUAL | | |
| Fanger 6-#40C-5 | 37197/6713 | totally | | | | | | | |
| | | | 42 | 38 | 317 | 15 | 378 | 71 | |
| | | | - | - | - | 10 | - | 23 | |

FORCED LANDINGS
TAXIING
LANDING
TAKE-OFF
FLIGHT
STAT RY
FATAL
INJ.
INJURY

ACCIDENT CLASSIFICATION

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 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62

PURPOSE OF FLIGHT:

Dual ab Initio training.

NATURE OF ACCIDENT:

A/C crashed. Did a steep right hand turn at 4,500', then a complete slow roll. Dived after first roll, then raised nose as if to do another slow roll, but when on back completed manoeuvre by a half loop. Dived down out of half loop and when starting pull out A/C began to break up and crashed into the ground.

CLASSIFICATION:

~~28. Structural failure~~

MISC. TECHNICAL.

15

SECONDARY OR CONTRIBUTORY FACTORS:

STRUCTURAL FAILURE 39

TECHNICAL OFFICER'S REPORT:

IBA/AMS

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. #141

Structural failure of centre section spars during performance of aerobatics.

Note: See Accident Report #141 re abuse given Cornell wing leading edges by ground crews. Considered this structural failure possibly aggravated by previous series of unreported heavy landing.

ACTION TAKEN:

Nil