

ACCIDENT CLASSIFICATION

UNIT 34 E.F.T.S. Assiniboia	COM. 4	PLACE 6 miles W of Congress	DATE 28-12-43	TIME 1200
A/C TYPE CORNELL II		NO. 10596	CRASH CAT. "A"	H.Q. FILE 1700-10596
		S.E. x	M.E.	DAY x
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Davey, A.W.	SGT	1339825	FI	Killed	NO.	DATE
Russell, N.E.	GB LAC	1584272	PP	Killed	A.175	28-12
					D 14 (REVISED)	
					NO.	CHECKED
					71 6.	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Ranger 6-440-C5	27-45/10270 Totally	62	36	230	10	447	20
		Nil	Nil	4	11	4	23

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

- FORCED LANDING
- TAXIING
- LANDING
- TAKE-OFF
- FLIGHT
- STAIR
- FATAL
- INJURY
- 3RD
- M 5

RAF

PURPOSE OF FLIGHT:

ROUTINE DUAL INSTR. FLIGHT  
INSTRUMENT FLYING

TECHNICAL OFFICER'S REPORT:

*IBA/AMC*

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 160

Observations of Investigating Officer:

*See Report No 160.*

The centre sections of several Cornell a/c that had been involved in exceptionally heavy landings were inspected and while flanges of the centre section did not show any visible signs of fracturing the plywood web of the spars had failed in the vicinity of the wing attachment fittings.

Conclusions: On evidence available accident appears to be due to structural failure of centre section spars, very probably during recovery from a spin while instrument flying. The possibility that initial failure of spars occurred at some time previous due to heavy landing, with complete failure occurring during the recovery from the dive follow-  
ACTION TAKEN: ing the spin cannot be dismissed.

CLASSIFICATION:

~~28. Structural failure.~~

*19 Out of Control*

SECONDARY OR CONTRIBUTORY FACTORS:

~~14. Misuse of controls.~~

*39 Structural Failure*