

152 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

ACCIDENT CLASSIFICATION

UNIT 24 E.F.T.S.	COM. 4	PLACE 6 Miles W of M.A.	DATE 7-1-44	TIME 16:10
A/C TYPE CORNELL		NO. 14586	CRASH CAT. "A"	H.Q. FILE 1700-14586
		S.E.	M.E.	DAY X
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
GIBSON, J.E.	W.O2	B118214	P	Fatal	NO. HQ97	DATE 8-1-44
					D 14 (REVISED)	
					NO.	CHECKED <input checked="" type="checkbox"/>
					#1	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS						
		INST.	NIGHT	ON TYPE		TOTAL		
				SOLO	DUAL	SOLO	DUAL	
Ranger	27837/10262	Total	64	233	1033	154	-	-

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 RAF M Z

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

7  
4  
2  
1  
7  
4  
2  
1  
1  
FORCED LANDING  
TAXIING  
LANDING  
TAKE OFF  
FLIGHT  
STATRY  
FATAL  
INJ  
3rd  
5

PURPOSE OF FLIGHT:

Routine Flight.

TECHNICAL OFFICER'S REPORT:

10C/ndc  PAN

NATURE OF ACCIDENT:

Aircraft dove into ground. A/C flew in formation, where the pilot of the other a/c, who was leading, signalled to A/C 14586 to break off. A/C did, so by doing a wing over to the right. It completed roll at 3,000' and immediately went into a very steep turn to right. After turning 270° to right it began to recover from turn by getting wings level. But the nose was continually going down. When pilot commenced levelling off, the nose dropped and went into a steep dive.

CLASSIFICATION:

~~57. Misuse of controls.~~  
*19. Out of control* 19  
SECONDARY OR CONTRIBUTORY FACTORS:

- 24. Carelessness.
- 18. Loss of controls.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

CIRCUMSTANCES: A/C went out of control following completion of a slow roll at 3,000' going into a very steep turn to the right and lost height as it continued to turn to right until it dived in.

CAUSE: Evidence available does not afford complete proof of the cause of this accident. It does, however, establish that the pilot lost control of a/c following completion of a slow roll at 3,000'.

RECOMMENDATIONS That pilots be repeatedly reminded of the hazard of attempting aerobatics in this type of a/c with a spare parachute in seat.

CONCLUSIONS OF A.I.B. A/C crashed out of control. Loss of control may reasonably be attributed to the cause suggested by the I.O.

ACTION TAKEN: