

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 6 D.F.C. Prince Albert		COM. 2	PLACE 72 miles N of M.L.		DATE 17-6-44	TIME 1230	
A/C TYPE CORNELL I		No.	EW394		H.Q. FILE 1300-4394		
		No.	CRASH CAT. "A"		S.E. X	M.E.	DAY X NIGHT
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL
BONE, D.H.		A/E/L	J16294	FI	Killed		No. DATE
BEINGESSER, M.S.		LAC	R168989	FP	Killed		A9 17-6
							D 14 (REVISED)
							No. CHECKED
							1 4
							18
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				
Engine	24357-7633 total		INST.	NIGHT	ON TYPE		TOTAL
					SOLO	DUAL	SOLO DUAL
			76	95	162	42	1530 183
					-	7	- 7

COMMAND MONTH STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STAIRY
FATAL
INJ.
INJURY
3RD
S

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

PURPOSE OF FLIGHT:

Routine training flight.

NATURE OF ACCIDENT:

Took off in Cornell EW394. F/L Burr occupied rear seat; the purpose of flight being to give LAC Beingsdener, a grading course pupil, a seven hour test. At 12:15 hours, Cornell EW394 was observed by a number of civilian witnesses at an height of between 600-800 ft. flying straight and level in a north-easterly direction. Itched that the a/c may have been overstressed during fatal a/c flying in above manner for 1/2 hour, another witness stated that he watched it for quite a while then they saw a wing

CLASSIFICATION: break off, a/c with engines rearing they went straight down till it struck ground.

18. Misc. Technical

SECONDARY OR CONTRIBUTORY FACTORS:

19. Structural failure.

TECHNICAL OFFICER'S REPORT: ZAAZ

Structural failure.

IBA/AMS

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 200

CONCLUSIONS: This accident was due to structural failure of the mainplane centre section. The cause of centre section failure is obscure, but may have been due to damage caused to the centre section resulting from a heavy landing or to overstressing during a previous flight. It is also quite possible that the a/c may have been overstressed during fatal flight prior to its being observed by the civilian witnesses in straight and level flight.

OBSERVATIONS: See Summary #200

Agree. The most disturbing aspect of this crash is the agreement among eye witnesses that the a/c had been flying straight and level for an appreciable distance before failure occurred.

ACTION TAKEN:

NIL