

ACCIDENT CLASSIFICATION

UNIT 32 E.F.T.S. Bowden	COM. 4	PLACE 12 Miles SE M.A.	DATE 26-8-44	TIME 0845
A/C TYPE CORNELL III		NO. 14498	CRASH CAT. "A"	H.Q. FILE 1700-14498
		S.E. X	M.E. X	DAY X
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
BENNETT, G.R.	SGT	1802123	FI	Killed	NO.	DATE
DE WEVER, C.E.	LAC	1899831	PP	Killed	A132	26-8
					D 14 (REVISED)	
					NO.	CHECKED
					#8	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Ranger 6440G5	10245/27829	59	48	75	243	181	368
		7	4	36	31	44	31

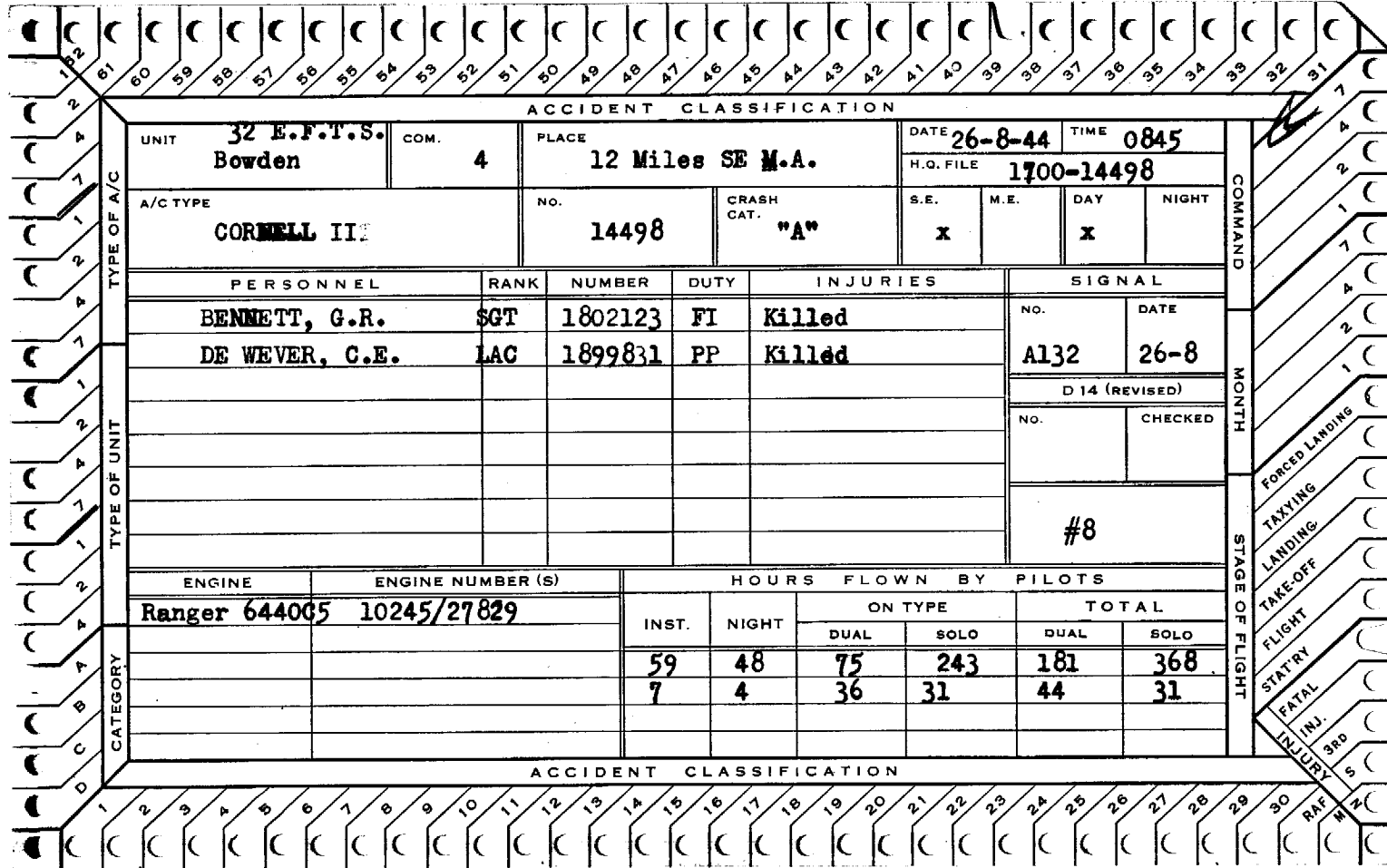
ACCIDENT CLASSIFICATION

COMMAND
 MONTH
 STAGE OF FLIGHT
 FORCED LANDING
 TAXIING
 LANDING &
 TAKE-OFF
 FLIGHT
 STRATRY
 FATAL
 INJ. 9RD
 INJURY 5

TYPE OF A/C

TYPE OF UNIT

CATEGORY



PURPOSE OF FLIGHT:

Dual Ab Initio.

NATURE OF ACCIDENT:

A/C observed by civilian witnesses to be flying straight and level. Parts began falling off and a/c dived vertically into ground.

CLASSIFICATION:

18. Misc. technical.

SECONDARY OR CONTRIBUTORY FACTORS:

39. Structural failure.

TECHNICAL OFFICER'S REPORT:

~~IBA/PSFBN/AMS~~
Structural weakness.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 212

CONCLUSIONS This accident was caused by structural failure of port wing commencing at leading edge and resulting in complete break up. Cause of failure obscure but may have been due to overstressing.

There is insufficient evidence on which to base a definite conclusion but it appears that the accident was primarily due to failure of leading edge of port plane under high stress imposed by recovery from some aerobatic manoeuvre.

ACTION TAKEN:

NIL