

ACCIDENT CLASSIFICATION

UNIT 36 B.F.T.S. Penhold	COM. 4	PLACE 2 miles E of Daysland	DATE 14-8-44	TIME 1400
A/C TYPE OXFORD II	NO. AS372	CRASH CAT. "A"	H.Q. FILE 1300-AS372	
			S.E.	M.E.
			DAY	NIGHT
				X
				X

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
MATSON, J.H.	SGT	1684391	FI	Slightly Inj.	No.	DATE
CURTIS, E.J.	LAC	1587304	PP	Uninj.	T190	15-8
					D 14 (REVISED)	
					No.	CHECKED
					2	<input checked="" type="checkbox"/>
					#3	

MONTH

STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJURY

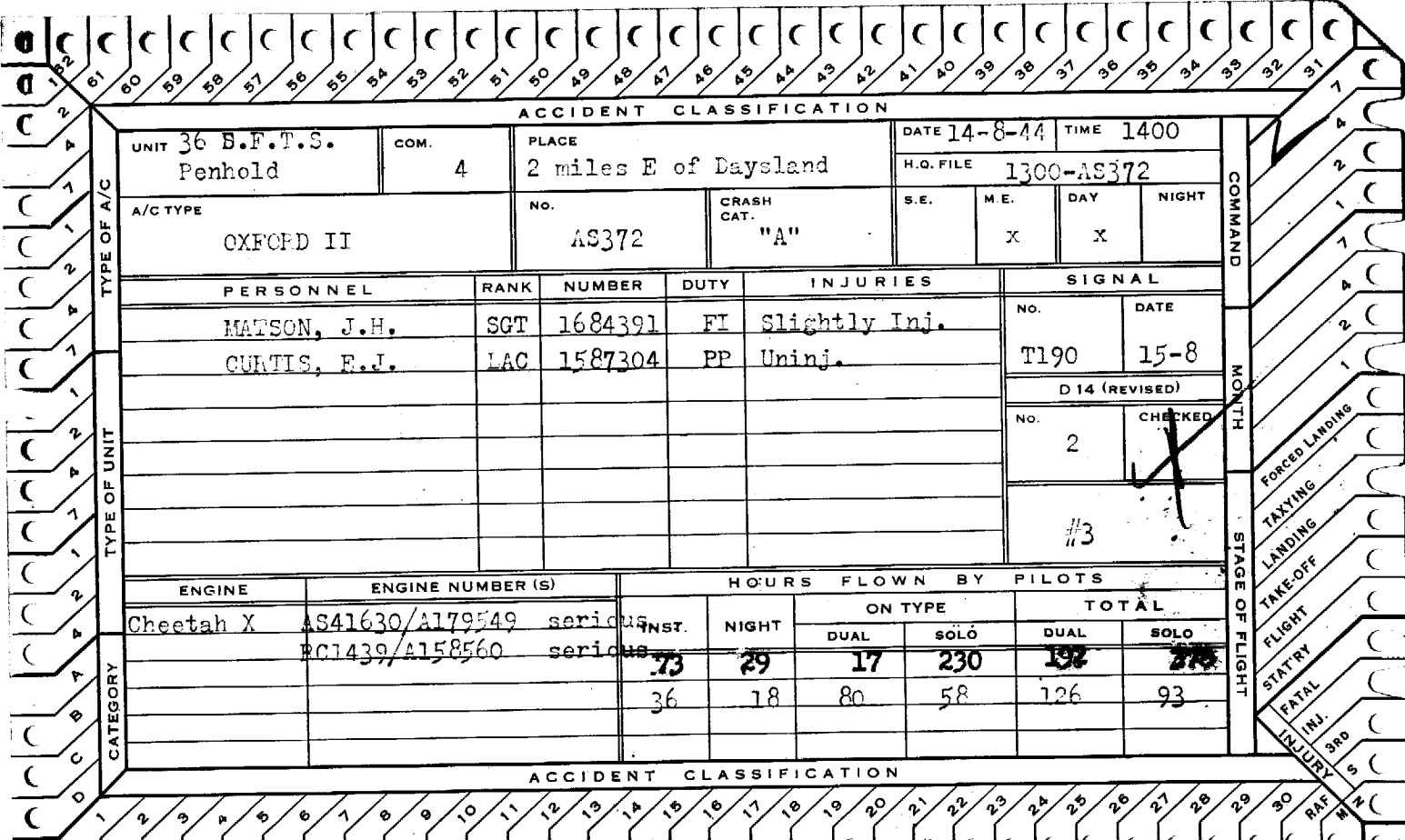
ENGINE	ENGINE NUMBER (S)	INST.	NIGHT	HOURS FLOWN BY PILOTS			
				ON TYPE		TOTAL	
Cheetah X	AS41630/A179549	serious		DUAL	SOLO	DUAL	SOLO
	RC1439/A158560	serious	73	17	230	192	270
			36	80	58	126	93

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY



PURPOSE OF FLIGHT:

Exercises 17, 27,33.

TECHNICAL OFFICER'S REPORT:

FM/AOP/PSF/NE/ES/MD/

NATURE OF ACCIDENT:

Pilot was demonstrating exercise 6 (ii) (iii) when stbd engine failed. Height could not be maintained so a forced landing was attempted wheels up. Field chosen was best available. On last part of approach it appears pilot discovered rise in ground, it was too late to avoid so he switched off and landed. It is thought that the a/c stalled on the ground after switching off, striking port wing first which disintegrated. Cockpit broke off behind pilots seat coming to rest on stbd side.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Failure of stbd engine was due to fracture of barrel of No. 1 cylinder, followed by fracture of master connecting rod near the small end. Hammering action of the con rod caused No. 1 cylinder and piston to come adrift in the air.

...to rest on the side.

CLASSIFICATION:

17. Forced landing.

SECONDARY OR CONTRIBUTORY FACTORS:

26. Engine trouble - accident.

ACTION TAKEN:

NIL