

ACCIDENT CLASSIFICATION

UNIT **32 S.F.T.S.** **MOOSE JAW** **4** **M.A.** DATE **18-11-43** TIME **0810**
 REG. FILE **1300-X6881**

A/C TYPE **OXFORD II** NO. **X6881** PRESS. CAT. **"C"** DAY **x** NIGHT **x**

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL
Hall, A.J.G.	P/O	152025	FI	Uninj.	No. DATE
Terlinden, G.E.	F/O	138218	PP	Uninj.	A.820

CHECKED: **6** **#14**

ENGINE	ENGINE NUMBER(S)	HOURS FLOWN BY PILOTS			
		INST.	NIGHT	ON TYPE	TOTAL
Cheetah X	AS40978/A178897	Nil			
	AS41790/A179700	Nil			
		48	59	333	7
		14	5	16	33
				452	173
				55	76

ACCIDENT CLASSIFICATION

COMBINED
 MONTH
 STAGE OF FLIGHT
 REPER LAUNCH
 TAKING
 LANDING
 TAKE OFF
 FLIGHT
 STAT RWY
 FATAL
 INJ
 3RD
 4TH
 5TH

PURPOSE OF FLIGHT:
Routine day dual training.

TECHNICAL OFFICER'S REPORT:

IM/ET/MI/D/I

NATURE OF ACCIDENT:
At 2600' above ground after take-off
violent vibration was experienced. A

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

cowling button was undone on port engine.
As the cowling continued to loosen with
vibration it appeared to the pilot that the
whole engine was shaking loose. Stalling
speed was high and the pilot made for aero-
drome on stbd engine crossing the boundary
too low to make use of u/c. High stalling
speed caused a more nose down landing than
normal.

FINDINGS:

SUMMARY No.

The top rear fastener of port engine inboard
side cowling was found to be unfastened due to
wire portion of fastener having fractured. The
fracture is due to repeated fastening and un-
fastening of button causing gradual indentation
of wire and an age fatigue fracture. Slipstream
forcing out corner of cowling upset the air-
flow thus causing the vibration, and the gap
at edge of cowling probably gave the pilot the
impression that the engine was coming loose.

CLASSIFICATION:

~~28. Structural failure.~~

18. Misc. Technical

SECONDARY OR CONTRIBUTORY FACTORS:

~~34. Wheels up landing.~~

39. Structural Failure

ACTION TAKEN:

Nil