

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 23 E.F.T.S. Davidson	COM. 2	PLACE 9 miles E of Kenaston	DATE 16-12-43	TIME 0920
A/C TYPE CORNELL II		NO. 10568	CRASH CAT. "D"¹/₂	H.Q. FILE 1100-105-68
		S.E. x	M.E.	DAY x
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Newman, J.M.	P/O	J24998	FE	Uninj.	No.	DATE
Waters, D.	LAC	R203926	PP	Uninj.	A.194	17-12
					D 14 (REVISED)	
					No.	CHECKED
					# 41.	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Ranger							
6-440C-5	28084/6143	Slightly	60	50	465	17	616
			1	-	13	15	163
							15

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 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

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ
INJURY

RAF

PURPOSE OF FLIGHT:

Day Dual Instruction.

NATURE OF ACCIDENT:

Instructor demonstrating aerobatics. Propeller broke in flight. Engine did not exceed maximum permissible r.p.m. Excessive vibration resulted from broken propeller. Pilot immediately shut off engine and made forced landing.

CLASSIFICATION:

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

Propellers appear to have failed at leading edge under brass sheathing.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

ACTION TAKEN:

Nil.