

ACCIDENT CLASSIFICATION

TYPE OF A/C	UNIT	31 E.F.T.S. DeWinton	COM.	4	PLACE	3 miles NW of M.A.	DATE	28-12-43	TIME	1030	COMMAND				
	A/C TYPE	CORNELL II		No.	15025	CRASH CAT.	"A"	S.E.	x	M.E.		DAY	x	NIGHT	
	PERSONNEL	RANK	NUMBER	DUTY	INJURIES		SIGNAL		No.	DATE		MONTH			
	Lord, C.H.	SGT	1580868	FI	Killed		A.295		28-12	D 14 (REVISED)					
Jansen, A.	LAC	1814956	PP	Killed		#62		5	CHECKED		STAGE OF FLIGHT				
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				TOTAL								
Fanger	27974/ totally		INST.	NIGHT	ON TYPE		TOTAL								
			56	37	SOLO	DUAL	SOLO	DUAL							
			10	4	40	36	260	172							
							40	48							

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 RAF M 2

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Nil IBA/MAIS

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 159

CONCLUSIONS: On evidence available, this accident appears to be due to structural failure of port wing main spars during recovery from dive following spin. But, owing to nature and position of fractures, possibility that some damage had occurred to spars at some previous time, due to heavy landings, cannot be dismissed.

RECOMMENDATIONS: (a) All pilots be warned of danger and instructed to place a/c unserviceable for thorough examination by maintenance personnel in every case of exceptionally heavy landing. (b) Maintenance personnel be warned of importance of correct maintenance of Cornell oleo legs. (c) That some form of insp. panel be placed in Cornell a/c to facilitate more thorough examination of main spars. (d) A.M.A.E. be requested to carry out stress analysis of Cornell centre section.

CLASSIFICATION:

28. Structural failure.

19. Out of Control 19

SECONDARY OR CONTRIBUTORY FACTORS:

39 Structural Failure