

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 1 F.I.S. Trenton		COM. 1	PLACE 4 miles S of Mountain View		DATE 21-3-44	TIME 0910			
A/C TYPE CORNELL I		NO. FH723	CRASH CAT. "A"	S.E. X	M.E. X	DAY NIGHT X			
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
ROSS, A.R. AUS		P/O	61427	P	Killed		NO. P.38	DATE 21-3	
CRATEC, W.G.		P/O	R187958	P	Killed		D 14 (REVISED)		
							NO.	CHECKED	
							#21		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				STAGE OF FLIGHT	
Ranger 6-440C5		27090/2914 total		INST.	NIGHT	ON TYPE		TOTAL	
						SOLO	DUAL	SOLO	DUAL
				38	24	14	13	117	143
				37	28	12	12	129	141

COMMAND
MONTH
STAGE OF FLIGHT

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

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STRATRY
FATAL
INJ.
3rd
INJURY

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

PURPOSE OF FLIGHT:

Mutual instrument practice.

TECHNICAL OFFICER'S REPORT:

1BA/PSE/N/E/AMS

NATURE OF ACCIDENT:

Both pilots killed. A/c and pilots burned.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 177

CIRCUMSTANCES : A/C took off at 0810 Hrs and was not seen again at the station. Two farmers living in the vicinity state that at 0900 hrs they heard an explosion and saw pieces of wing floating earthwards from approx. 800'. There were no eyewitnesses of the actual crash. Stbd wing had broken off in the air, the a/c had crashed killing both occupants.

CONCLUSIONS OF A.I.B.

This accident was caused by structural failure of the Stbd wing commencing at the leading edge, and resulting in complete break up. This failure was the result of overloading during the recovery from some position assumed during instrument flying.

RECOMMENDATIONS: That the safety pilot must take action before the danger limit is attained regardless of the

ACTION TAKEN: status or ability of the first pilot.

C.I. ACCIDENTS : Agree.

CLASSIFICATION:

28. Structural failure.

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SECONDARY OR CONTRIBUTORY FACTORS:

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NIL