

ACCIDENT CLASSIFICATION											
UNIT 14 S.F.T.S. Aylmer		COM. 1	PLACE 2 miles E of Straffordville			DATE 21-4-44		TIME 1015		COMMAND	
A/C TYPE HARVARD II		NO. 3025	CRASH CAT "A"	S.E. X		M.E.	DAY X	NIGHT			
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		MONTH		
McINTYRE, A.B.		F/O	J27199	P	Killed.		NO.	DATE			
BONING, J.P.		ALA	582368	PP	Killed		A42	21-4	STAGE OF FLIGHT		
							D 14 (REVISED)				
							NO.	CHECKED	FORCED LANDING		
							8	✓			
							#94		TAXIING		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS						LANDING	
Wasp S3HI		4640/9081 total		INST.	NIGHT	ON TYPE		TOTAL			
				67	45	667	147	695	178	TAKE-OFF	
				-	3	23	30	50	63		
										FLIGHT	
										STATRY	
										FATAL	
										INJ.	
										INJURY	
ACCIDENT CLASSIFICATION											

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT: JCB/poc/pedm ✓

Seq. 18 (1-11)

NATURE OF ACCIDENT:

NIL

A/C crashed in low flying area.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

A/C took off at 0920 hours, and about 1015 hours, it crashed in a right hand spin from about 3,000' altitude, after a large portion of its stbd wing had broken off in the air.

FINDINGS:

SUMMARY No. 2337

CAUSE: Undue stress placed on a/c in some unusual position causing a/c to lose large section of wing, spun vertically into ground fatally injuring both occupants on impact.

RECOMMENDATIONS: This I.O. suggest that consideration be given to issuing a directive limiting the speed at which a high speed stall is demonstrated.

CONCLUSIONS OF AIB: Agree.

NOTE 1 F/O McIntyre was not medically examined following the accident on the 21st March but he had spoke of the incident to the M.O. and during the conversation mentioned that a speed of 300 miles or there about had been attained in it.

NOTE 2: One eye witness whose identity could not be learned had stated to the Unit's C.E.O. at the scene of the accident that he had seen the a/c di-

ACTION TAKEN: out of a cloud, pull up suddenly, waver after which the wing broke off.

NIL

CLASSIFICATION:

28. ~~Structural failure.~~

19. Out of Control

SECONDARY OR CONTRIBUTORY FACTORS:

39. Structural Failure