...
INVESTIGATION

GROUP CARTER \n
Preliminary investigation revealed that the aircraft had
attained an altitude of 4,000 ft. at the time the engine
failure event occurred. The aircraft was in a steady
descent prior to the engine failure, resulting in a
deceleration into the pitch axis. Acceleration and the
deceleration caused the aircraft to oscillate.

The pitch rate during this event was apparently
consistent with the dynamics of a normal maneuver.

The structural failure of the vehicle is believed to
have occurred at approximately 7,000 ft. because of
the high normal acceleration which resulted from the
pitch oscillations and the accompanying aerodynamic
loads.

The vehicle data indicate that the aircraft braked
and transitioned to a level flight path at that time.

A maximum acceleration of 4g was noted and that it
reached a maximum of 6g at approximately 7,000 ft.

2. PAD DAMAGE

Damage to the cockpit area indicated that the PAD was
flipped and a normal, horizontal orientation is indicated.

SEP-4