

CASPIR Aircraft Accident Cards

Serial: FH953

Title: Fairchild Cornell Mk. I serial:FH953 Accident Card

Author: Royal Air Force (RAF)

Subject: This accident involved 1 aircraft on 1943-June-12. Cornell I s/n FH953. This accident involved 2 people. Tye PP, King NH This accident had 2 fatalities. Sergeant Peter Pearson Tye RAFVR Killed in Flying Accident service no:1613283 Cornell FH953, Leading Aircraftman Norman Harry King RAF Killed in Flying Accident service no:1602780 Cornell FH953

Keywords: RAFCornell I,FH953,34 EFTS,34 Elementary Flying Training School,Aerodrome,1943-June-12,King,TyeRCAF L20

Created: 1943-06-12

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000434#FH953>

TYPE OF A/C		ACCIDENT CLASSIFICATION										COMMAND	
		UNIT	COM.	PLACE	DATE	TIME	H.Q. FILE		S.E.		M.E.		
TYPE OF UNIT		34 E.F.T.S. Assiniboia	4	1 mile east, 4 miles north of M.A.	12.6.43	0950	1300-FH.953		X		X		
		A/C TYPE		NO.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT	MONTH			
CATEGORY		Cornell I		FH.953	A								
		PERSONNEL	RANK	NUMBER	DUTY	INJURIES		SIGNAL		STAGE OF FLIGHT			
D C B A		Tye Peter Pearson	SGT	1613283	FI	Killed		NO.	DATE	FORCED LANDING			
		King Norman Harry	LAC	1602780	PP	Killed		A.114 12.6		TAXIING			
D C B A								D 14 (REVISED)		LANDING			
								NO.	CHECKED	TAKE-OFF			
D C B A								6		FLIGHT			
										STATIFY			
D C B A										FATAL			
										INJURY			
D C B A										INJ.			
										3RD			
D C B A										RAF			
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D C B A										INJURY			
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PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Routine dual instruction flight

10C/AOC/AWP

NATURE OF ACCIDENT:

Spun into ground from an observed height of approx. 2000 ft.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 992

Pilot allowed a/c to assume an unusual position from which he failed to recover. The causes of assuming an unusual position & of failure to recover are obscure, but failure to recover may very probably have been caused by inadvertant locking of rudder controls.

CLASSIFICATION:

~~23. Technical Defect~~

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CONCLUSIONS OF A.I.B.

Agree with findings

A.I.B. personally tested jamming of rudder bar and found prevalent in most of Cornells tested. Action has been taken re slightly lengthening of brake operating rod to overcome this difficulty.

OUT OF CONTROL.

SECONDARY OR CONTRIBUTORY FACTORS:

~~23. Spinning~~

ACTION TAKEN: