

## CASPIR Aircraft Accident Cards

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**Serial:** 10722

**Title:** Fairchild Cornell Mk. II serial:10722 Accident Card

**Author:** Royal Canadian Air Force (RCAF)

**Subject:** This accident involved 1 aircraft on 1943-September-27. Cornell II s/n 10722. This accident involved 2 people. Crossley H, Turner AC

**Keywords:** RCAF Cornell II, 10722, 15 EFTS, 15 Elementary Flying Training School, Brora, 1943-September-27, Crossley, Turner RCAF L20

**Created:** 1943-09-27

**Link:** <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000434#10722>

ACCIDENT CLASSIFICATION

UNIT <b>15 E.F.T.S. Regina</b>	COM. <b>4</b>	PLACE <b>1/2 mile E of Brora</b>	DATE <b>27-9-43</b>	TIME <b>0800</b>
A/C TYPE <b>CORNELL II</b>	NO. <b>10722</b>	CRASH CAT. <b>"C"1</b>	H.Q. FILE <b>1100-107-22</b>	
			S.E. <b>x</b>	M.E. <b></b>
			DAY <b>x</b>	NIGHT <b></b>

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
<b>Crossley, H.</b>	<b>F/S</b>	<b>R107831</b>	<b>P</b>	<b>Uninj.</b>	NO.	DATE
<b>Turner, A.C.</b>	<b>WB</b>	<b>978152</b>	<b>PP</b>	<b>Uninj.</b>	<b>A.31</b>	<b>27-9</b>
					D 14 (REVISED)	
					NO.	CHECKED
					<b>11</b>	<input checked="" type="checkbox"/>
					<b>#44</b>	

MONTH

FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS						
		INST.		ON TYPE		TOTAL		
		NIGHT	SOLO	DUAL	SOLO	DUAL		
<b>Ranger</b>	<b>27514/6307</b>	<b>Nil</b>	<b>55</b>	<b>25</b>	<b>140</b>	<b>25</b>	<b>740</b>	<b>142</b>
			<b>9</b>	<b>5</b>	<b>37</b>	<b>29</b>	<b>38</b>	<b>33</b>

STAGE OF FLIGHT  
FLIGHT  
STATRY  
FATAL

INJURY  
1ST  
2ND  
3RD  
5

ACCIDENT CLASSIFICATION

61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31

TYPE OF A/C  
TYPE OF UNIT  
CATEGORY

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

REF M Z

PURPOSE OF FLIGHT:

14,17,20,22

TECHNICAL OFFICER'S REPORT:

Propellor broke in flight. L.3 #15/40/1 to follow.

NATURE OF ACCIDENT:

A/c was climbing at 4000' when the engine began to run very roughly shaking the whole airframe. On finding no cause pilot switched off and force landed successfully. A portion of propellor tip, approx. 6 inches long, was missing, reason obscure

*FB/ET/PA/N/I*

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~55. Structural failure.~~

*17. Forced Landing*

17

SECONDARY OR CONTRIBUTORY FACTORS:

*39. Structural failure.*

39

ACTION TAKEN:

Nil