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CASPIR Aircraft Accident Cards

Serial: 15248

Title: Fairchild Cornell Cornell III serial:15248 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1943-December-09. Cornell II s/n 15248. This accident involved 1 person. Taylor SF This accident had 1 fatality. Leading Aircraftman Selby Fred Taylor RCAF Killed in Flying Accident service no:R/215330 Cornell 15248

Keywords: RCAFCornell II,15248,24 EFTS,24 Elementary Flying Training School,Aerodrome,1943-December-09,TaylorRCAF L20

Created: 1943-12-09

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000434#15248

ACCIDENT CLASSIFICATION

UNIT	COM.	PLACE	DATE	TIME
24 E.F.T.S. Abbotsford	4	M.A.	9-12-43	1020
			H.Q. FILE	1100-153-48

A/C TYPE	No.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT
CORNELL II	15248	"A"	x		x	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
Taylor, S.F.	LAC	K 215330	PP	Killed

SIGNAL

NO.	DATE
83	9-12

D 14 (REVISED)

NO.	CHECKED
2	✓

#21

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Ranger	37315/6813 total loss	9	5	31	37	31	37

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATRY

INJURY
FATAL
INJ.
3RD
S

PURPOSE OF FLIGHT:

Solo.

TECHNICAL OFFICER'S REPORT:

DOC/DOI/PEF/4/N

NATURE OF ACCIDENT:

Shortly after take-off endeavoured to return to field making sharp turn and fell in. When a/c passed the end of runway it had reached an altitude of 400 to 500Ft. Continued climbing but its engine was sputtering. When it was 500' in the air it made a steep climbing turn to stbd, during which the engine stopped and in which the a/c stalled. A/c dived from the stall but recovered after dropping 200' and continued in a level altitude. Then nose came up slowly its wing dropped and a/c fell off to port and dived straight into the ground.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2219

CIRCUMSTANCES: Engine failed shortly after take-off. Pilot attempted to return to aerodrome stalled and dived into the ground.

CAUSE: Engine failure shortly after take-off which engine failure was caused by failure of fuel pump.

RECOMMENDATIONS: That all flying instructors at this school be checked to ensure that each is giving instruction on this point (action to take in the event of engine failure shortly after take-off) in the manner laid down.

CONCLUSIONS OF A.I.B. Agree with findings.

NOTE: The I.O. expressed the poinion that despite the engine failure the accident might not have been fatal if the pupil had landed straight ahead instead of attempting to return to aerodrome which he had apparently tried to do.

CLASSIFICATION:

~~12. Loss of control.~~

19. Out of Control 19.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

R. C. A. F. L 20 (REVISED)
7M-4-43 (3202) K. P. 5051
H. Q. 885-L 20

C. C. LTD. 7084-43