

ACCIDENT CLASSIFICATION

UNIT **3 Wireless School** COM. **2** PLACE **7 A.O.S. Portage la Prairie** DATE **15-12-43** TIME **1630**  
 H.Q. FILE **1100-35-67**

A/C TYPE **FLEET FORT II** NO. **3567** CRASH CAT. **F Forced Landing** S.E. **x** M.E.  DAY **x** NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Walsh, F.E.	Sgt	R171387	P	Uninj.	NO.	DATE
Jones, C.M.	LAC	R215921	WO	Uninj.		

D 14 (REVISED)  
 NO. **#2** CHECKED **X**  
**#6**

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS						
		INST.	NIGHT	ON TYPE		TOTAL		
Jacobs 16MB	15585/1773	Nil	-	23	217	5	324	115

TYPE OF A/C  
TYPE OF UNIT  
CATEGORY

COMMAND  
MONTH  
STAGE OF FLIGHT

FORCED LANDING  
TAXING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJ.  
3RD  
INJURY  
5  
1

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PURPOSE OF FLIGHT:

Wireless exercise.

TECHNICAL OFFICER'S REPORT:

Breakage of aileron control link. Both end fittings had become detached by failures of the threaded ends.

NATURE OF ACCIDENT:

A/C flicked into spin on stbd turn with 40° bank. On recovery pilot had difficulty in maintaining lateral control and discovered no control with stbd aileron. Forced landed at nearest airport. Pilot used judgment & some skill in landing safely.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

M/ATO

This is the fourth breakage that has occurred. It is recommended that modification should be proceeded with. Visual examination of all Forts is to be conducted before further flying, and on F40, all links should be taken off for test and close examination.

CLASSIFICATION:

33. Technical defect.

SECONDARY OR CONTRIBUTORY FACTORS:

NIL

ACTION TAKEN:

Commendatory endorsement suggested.