

## CASPIR Aircraft Accident Cards

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**Serial:** 3567

**Title:** Fleet Fort serial:3567 Accident Card

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

**Subject:** This accident involved 1 aircraft on 1943-December-15. Fleet Fort II s/n 3567. This accident involved 2 people. Jones CM, Walsh FE

**Keywords:** RCAF Fleet Fort II,3567,3 WS,3 Wireless School,Portage La Prairie,1943-December-15,Jones,Walsh RCAF L20

**Created:** 1943-12-15

**Link:** <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000741#3567>

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  
 12

ACCIDENT CLASSIFICATION

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.