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CASPIR Aircraft Accident Cards

Serial: 14586

Title: Fairchild Cornell Cornell III serial:14586 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1944-January-07. Cornell s/n 14586. This accident involved 1 person. Gibson JE This accident had 1 fatality. Warrant Officer 2nd Class Joseph Edward Gibson RCAF Killed in Flying Accident service no:R/118214 Cornell 14586

Keywords: RCAFCornell ,14586,24 EFTS,24 Elementary Flying Training School,Aerodrome,1944-January-07,GibsonRCAF L20

Created: 1944-01-07

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000434#14586

ACCIDENT CLASSIFICATION

UNIT	COM.	PLACE	DATE	TIME
24 E.F.T.S.	4	6 Miles W of M.A.	7-1-44	16:10

H.Q. FILE: 1700-14586

A/C TYPE	NO.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT
CORNELL	14586	"A"			X	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
GIBSON, J.E.	W.O2	R118214	P	Fatal

SIGNAL: NO. HQ97 DATE 8-1-44

D 14 (REVISED) NO. CHECKED ✓

#1

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Ranger	27837/10262 Total	64	233	1033	154	-	-

TYPE OF A/C · TYPE OF UNIT · CATEGORY · COMMAND · MONTH · STAGE OF FLIGHT: FORCED LANDING, TAXYING, LANDING, TAKE-OFF, FLIGHT, STAT'RY · INJURY: FATAL, INJ., 3RD, S, N

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Routine Flight.

TECHNICAL OFFICER'S REPORT:

10C/noc [redacted] (FA)

NATURE OF ACCIDENT:

Aircraft dove into ground. A/C flew in formation, where the pilot of the other a/c, who was leading, signalled to A/C 14586 to break off. A/C did, so by doing a wing over to the right. It completed roll at 3,000' and immediately went into a very steep turn to right. After turning 270° to right it began to recover from turn by getting wings level. But the nose was continually going down. When pilot commenced levelling off, the nose dropped and went into a steep dive.

CLASSIFICATION:

~~57. Misuse of controls.~~

19. Out of control pressure (19)

SECONDARY OR CONTRIBUTORY FACTORS:

~~24. Carelessness.~~

~~18. Loss of controls.~~

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS: SUMMARY No.

CIRCUMSTANCES: A/C went out of control following completion of a slow roll at 3,000' going into a very steep turn to the right and lost height as it continured to turn to right until it dived in.

CAUSE. Evidence available does no afford complete proof of the cause of this accident. It does, however, establish that the pilot lost control of a/c following completion of a slow roll at 3,000'.

RECOMMENDATIONS That pilots be repeatedly reminded of the hazard of attempting aerobatics in this type of a/c with a spare parachute in seat

CONCLUSIONS OF A.I.B. A/C crashed out of control Loss of control may reasonably be attributed to the cause suggested by the I.O.

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