

CASPIR ARCHIVAL METADATA

Serial:	10725
Title:	Fairchild Cornell Mk. II serial:10725 Accident Card
Author:	Royal Canadian Air Force (RCAF)
Subject:	This accident involved 1 aircraft on 1944-January-29. Cornell II s/n 10725. This accident involved 2 people. Bravenman DJ, Stirling RC
Keywords:	RCAFCornell II,10725,15 EFTS,15 Elementary Flying Training School,Aerodrome,1944-January-29,Bravenman,StirlingRCAF L20
Created:	1944-01-29
Link:	https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000434#10725

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

ACCIDENT CLASSIFICATION

UNIT 15 E.F.T.S. Regina		COM. 4	PLACE 1 mile S of M.A.		DATE 29-1-44	TIME 1115	
A/C TYPE CORNELL II		No.	CRASH CAT. "D"6	S.E. x	M.E.	DAY z	NIGHT
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL
BRAVENMAN, D.J.		WO2	122498	FI	Uninj.		NO. DATE
STIRLING, R.C.		LAC	R203905	PP	Uninj.		D 14 (REVISED)
							NO. CHECKED
							4
							#35
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				
RANGER	37054/6571 serious		INST.	NIGHT	ON TYPE		TOTAL
					SOLO	DUAL	SOLO DUAL
			-	112	735	92	840 159
			-	-	6	19	6 19

COMMAND
MONTH
STAGE OF FLIGHT

7
4
2
1
7
4
2
1
FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ. 3rd
5
Z

ACCIDENT CLASSIFICATION

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 RAF M Z

PURPOSE OF FLIGHT:

Seq. 18.

NATURE OF ACCIDENT:

Engine ran rough on first circuit so pilot made a landing and checked the magnetos and found only a drop of 15 r.p.m.'s oil temperature and pressure was satisfactory. Took-off again and at 350' the engine began to run rough. It then ran smoothly for several seconds and then stopped altogether on the downwind leg. Tunring into wind a forced landing was carried out. Just at the round out, the a/c struck a low fence which pilot did not notice due to heading right into the sun.

CLASSIFICATION: Engine was smoking badly.

TECHNICAL OFFICER'S REPORT:

Upon examining this engine the oil pump was dry of oil, and #2 cylinder seemed to have melted. There was also no compression off any of the cylinders.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY NO.

1 LFM/NOP/PC L/E 104/G/TL/WVG

~~54. Engine failure in the air.~~

(22)

~~22. Collision Obstructions~~

SECONDARY OR CONTRIBUTORY FACTORS:

~~41. Hitting obstructions.~~

~~26. Engine trouble - script~~

ACTION TAKEN:

Nil