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JW

INSPECTORS REPORT OF NON-AIR CARRIER ACCIDENT

TO - CHIEF, GENERAL INSPECTION SECTION.

THROUGH - SENIOR AERONAUTICAL INSPECTOR THIRD REGION.

1. LOCATION AND DATE OF ACCIDENT Columbus, Ohio May 28, 1940 5:30 P.M.  
CITY STATE DATE HOUR

2. PILOT Kenneth R. Aldrich, 6200 S. Cicero Ave., Chicago, Ill. G-22644 All Ratings.  
FULL NAME ADDRESS CERTIFICATE No. & RATINGS

3. AIRCRAFT Culver Aircraft, Dart I 101 NR20946  
MANUFACTURER & MODEL MFRS. SERIAL No. IDENT. MARK

4. REGISTERED OWNER OF AIRCRAFT Culver Aircraft Corporation, Columbus, Ohio  
NAME ADDRESS

5. PERSONNEL INVOLVED:

NAME	ADDRESS	STATE WHETHER PASSENGER, CREW OR OTHER	EXTENT OF INJURIES IF ANY
K. R. Aldrich	Chicago, Ill.	Pilot	None
Don Walters	Columbus, Ohio	Crew	Minor

6. DOES THIS ACCIDENT INVOLVE ANY VIOLATION OF THE C.A.R.? No  Yes \_\_\_\_\_

FORM 430, FORMERLY 95-1, ATTACHED? Yes \_\_\_\_\_ No \_\_\_\_\_ (IF NOT, GIVE REASONS UNDER REMARKS.)

7. IS POWER PLANT FAILURE INVOLVED? No \_\_\_\_\_ Yes  (IF SO ATTACH FORM 455, FORMERLY 91-5).

8. IS STRUCTURAL FAILURE OR DEFECT INVOLVED? No  Yes \_\_\_\_\_ (IF SO ATTACH FORM 456, FORMERLY 91-4.)

9. DAMAGE TO AIRCRAFT - (LIST PARTS AND GIVE SUFFICIENT DETAIL TO PROVIDE GUIDE FOR FUTURE

-INSPECTION OF REPAIRS) Wings and fuselage aft of cabin complete wash-out.  
Engine mount buckled, propeller broken, cowling and exhaust manifold  
distorted, carburetor knocked off, tail unknown.

10. REMARKS \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

11. DESCRIPTION OF ACCIDENT (IF STRUCTURAL FAILURE INCLUDE EVENTS PRIOR TO FAILURE AND IF OTHER THAN FACTORY-BUILT PARTS DESCRIBE SAME. COMPLETE DETAILS, INCLUDING SKETCHES, PHOTOGRAPHS, ETC., PROPERLY MARKED TO SHOW LOCATION OF FAILURE SHOULD BE PROVIDED. IN CASE OF FITTING FAILURE FORWARD PART, IF POSSIBLE, TAGGED WITH IDENT. MARK AND OWNER'S DESIRE AS TO WHETHER OR NOT PART SHOULD BE RETURNED TO HIM. GIVE WEATHER CONDITIONS, CONDITION OF MAINTENANCE OF AIRCRAFT AND/OR ANY OTHER PERTINENT DATA WHICH MIGHT BE USEFUL IN EXAMINATION.

While conducting ATC airspeed calibration runs, six full runs had been completed and on the seventh run rapidly changing atmospheric conditions prior to a thunderstorm gave the airplane violent bumps. Immediately following this rough air while making a turn at approximately 100 ft. altitude and at 100 m.p.h., prior to starting the 8th run, the engine quit completely. A forced landing was effected with damage as noted on item 9 of this report. Gear was left up. Subsequent examination showed that both magnetos were grounded by a shifting of the coil on the core during the rough air.

12. INSPECTORS CONFIDENTIAL RECOMMENDATIONS, COMMENTS AND DETAILS OF ACTION TAKEN.

Since this accident occurred during official ATC tests, no action has been taken other than submitting the failed parts to the FAA for appropriate action.

13. DATE AND LOCATION WHERE AIRCRAFT WILL BE AVAILABLE FOR INSPECTION FOLLOWING REPAIR

Will not be repaired.

14. ATTACHMENTS.

Form 202 and photographs.  
(Power Plant Air Report)

May 31, 1940

DATE OF REPORT

K. R. Aldrich  
INSPECTOR

6/7/40

DATE FORWARDED

D. W. Young  
SENIOR AERONAUTICAL INSPECTOR

CENTRAL SECTION

JUL 11 1940 47 AM 1940

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AUTHORITY



MAY 29, 1940

CHICAGO ILL

AIR SAFETY BOARD

HODGMAN AND CROWLEY INVESTIGATING FOLLOWING ACCIDENTS: COLUMBUS OHIO

YESTERDAY DART NX 20946 MAJOR DAMAGE. INDIANAPOLIS INDIANA TODAY

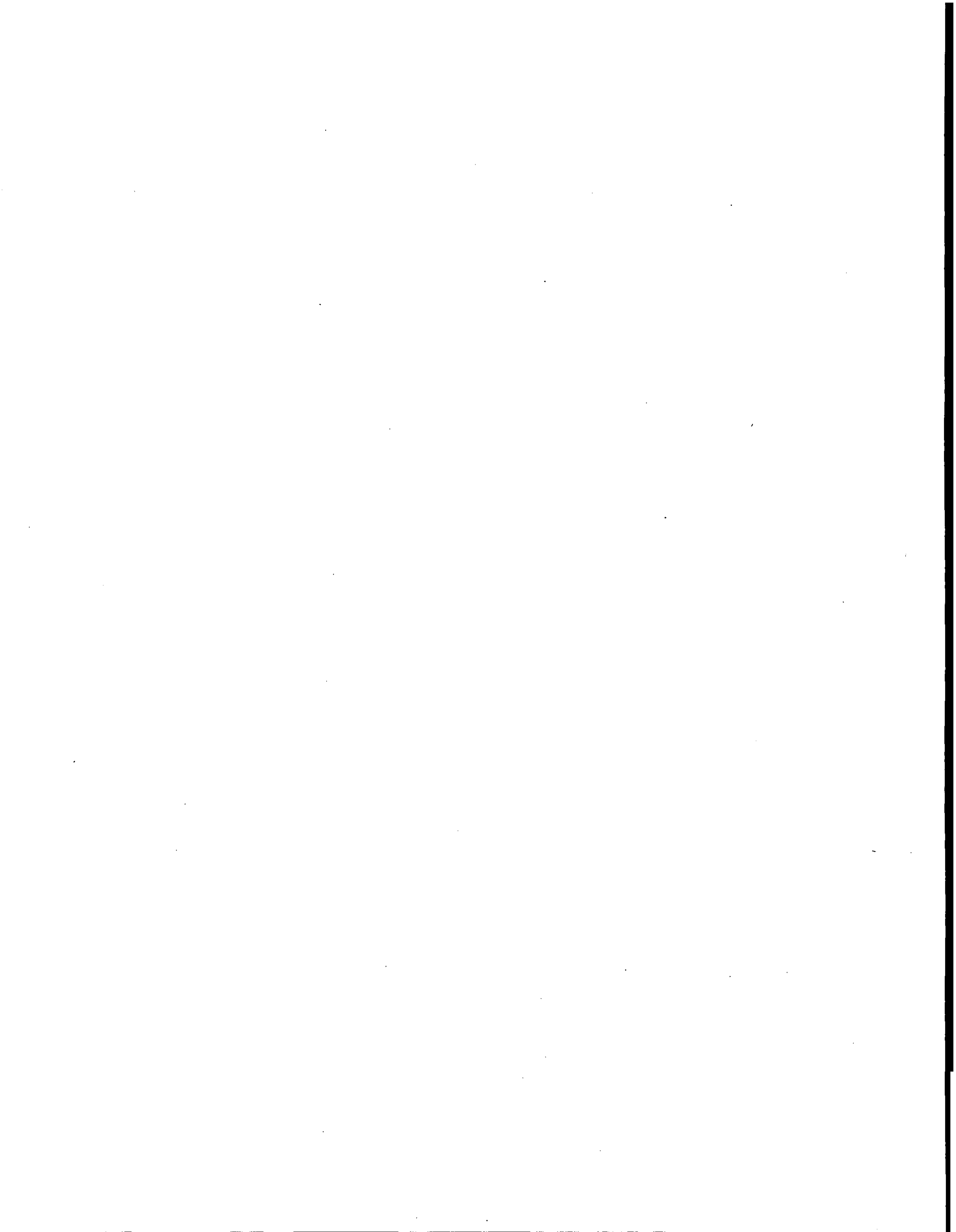
ORUMMAN WC 20643 PILOT GAR WOOD MINOR DAMAGE

PHYLLIS GADY

ORIGINAL TO MR. GEMNER

CC: MR. HARDIN  
MR. ALLEN  
MR. CALDWELL  
THE ADMINISTRATOR  
MR. BOYELLE  
GEN. INSPECTION

copy in 20643



THIS LICENSE MUST BE  
PRGMINENTLY DISPLAYED  
IN THE AIRCRAFT

UNITED STATES OF AMERICA  
CIVIL AERONAUTICS AUTHORITY

THIS AIRCRAFT MAY BE  
FLOWN ONLY BY  
U. S. LICENSED PILOTS

AIRCRAFT AIRWORTHINESS AUTHORIZATION

EXPERIMENTAL

Aircraft License No. NX 20946

Serial No. 101

Model  
ONE

2PCLM

Engine CONTINENTAL A-75-9 75 HP

(Maximum passengers less crew) AND TEST PURPOSES ONLY. NO PERSONS SHALL BE

Weight empty as equipped.....lbs. Gross weight.....lbs.

(See equipment reverse side) CARRIES EXCEPT BONA-FIDE MEMBERS OF THE CREW. TESTS TO BE

Maximum pay load is.....lbs. with fuel of.....gals.  
CONDUCTED IN VICINITY OF COLUMBUS, OHIO.

Maximum pay load is.....lbs. with full fuel tanks.....gals.

Cargo spaces: Location and capacity.....

THIS CERTIFIES, that the aircraft described above has been inspected and approved for the type of license indicated.  
This constitutes a temporary license and, unless sooner suspended or revoked, cancels upon receipt of annual license or

MARCH 2 1940

expires.....CULVER AIRCRAFT CORPORATION.....

Owner.....PORT COLUMBUS, COLUMBUS, OHIO.....

Address.....

BY DIRECTION OF THE AUTHORITY:

*J. A. Campbell*  
CIVIL AERONAUTICS AUTHORITY INSPECTOR

*See page 2 of info report follow. info on 2/17*

Sold  
9799

Date of sale

The installation of equipment not specified hereon must be approved by an aeronautical inspector,  
 The following items of equipment are included in the weight empty as equipped:

Engine cowl.....	lbs.	Heater.....	lbs.
Starter.....	lbs.	.....	.....
Generator.....	lbs.	.....	.....
Wheels.....	lbs.	.....	.....
Wheel streamlines.....	lbs.	.....	.....
Battery.....	lbs.	.....	.....
Landing lights.....	lbs.	.....	.....
Flares and holders.....	lbs.	.....	.....
Radio.....	lbs.	.....	.....
Radio bonding.....	lbs.	.....	.....
Radio shielding.....	lbs.	.....	.....
Fire extinguisher.....	lbs.	.....	.....

The following values shall be considered when computing the gross load:

- Gasoline at 6 lbs.; fuel oil, 7 lbs.
- Lubricating oil, 7.5 lbs. per gal.
- Weight of equipment not listed above.

- Passengers and crew at 170 lbs. each.
- Baggage and cargo at actual weight.

In event of sale, the license must be indorsed on face in space provided. After compliance with PART 00, CIVIL AIR REGULATIONS, purchaser may operate subject to the terms of this license for a period of 60 days.



CIVIL AERONAUTICS AUTHORITY

IDENTIFICATION MARK NX 20946

SERIAL No. 101

DATE 12-4-39

Approved  Disapproved  Reinspect

AIRCRAFT INSPECTION REPORT

Thos. A. Campbell  
Inspector.

OWNER Culver Aircraft Corp.

ADDRESS Port Columbus, Columbus, Ohio.

Original certificate  Renewal  Export  Alteration (submit drawings)  Special. After accident of \_\_\_\_\_

Manufacturer Culver Aircraft Corp. Model H Specification No. Pending.

Open  Cabin  Amphibian   Landplane  Seaplane  Flying boat  Biplane  Monoplane  Autogiro  Glider.

ENGINES

MANUFACTURER	LOCATION	MODEL	SPEC. No.	SERIAL No.	Horsepower
<u>Continental</u>	<u>C</u>	<u>A-75</u> <u>-9</u>	<u>213</u>	<u>624999</u>	<u>75</u>

PROPELLER

HUBS—SPEC. No. 709 BLADES—SPEC. No. 13-4

MANUFACTURER	LOCATION	MATERIAL	Model	Serial No.	Model	Serial No.
<u>Frederick</u> <u>Beechcraft</u>	<u>C</u>	<u>Metal</u> <u>Hub</u> <u>Wood</u> <u>Blades</u>	<u>PC 203</u>	<u>H-39</u>	<u>P-201</u> <u>-66</u>	<u>B-1</u> <u>B-4</u>

Number of fuel tanks 2 Location and capacity of each Wing 10 Total oil capacity 12 gal.

Passenger seats actually provided 1 Crew 1 Are dual controls installed? yes Removable? yes

Weight empty as equipped—Actual—Computed \_\_\_\_\_ pounds. Gross weight \_\_\_\_\_ pounds.

Maximum pay load \_\_\_\_\_ pounds with fuel of \_\_\_\_\_ gallons.

Maximum pay load \_\_\_\_\_ pounds with full fuel tanks of 20 gallons.

Cargo space—Location and capacity of each 1 - aft of seat - 50

Are compartments placarded for loads as shown? yes

Restrictions \_\_\_\_\_

ALL EQUIPMENT AND WEIGHTS thereof included in empty weight MUST BE SHOWN.

Engine ring cowl _____ lb.	Flares and holders _____ lb.	Fire extinguisher _____ lb.
Starter (type?) _____ lb.	Location _____	Heater _____ lb.
Generator _____ lb.	Radio _____ lb.	Toilet equipment _____ lb.
Wheel streamlines _____ lb.	Location _____	
Battery _____ lb.	Radio bonding _____ lb.	
Location _____	Radio shielding _____ lb.	
Landing lights _____ lb.	Water container _____ lb.	

If inspection after accident, underscore classification which applies:

1. Major repair (see Part 18, Civil Air Regulations). Attach Form 337 (CAA 18-1).
2. Minor repair (see Part 18, Civil Air Regulations).

IMPORTANT.—All questions must be fully answered. O. K. or check marks will not be accepted. Disapprovals must show specific defects



PILOT'S COCKPIT.—Are airspeed indicator, manifold pressure gauge, and tachometer marked to agree with placarded aircraft operation limits as listed on pertinent aircraft specifications? Yes \_\_\_\_\_ No \_\_\_\_\_ (If not, see that they are properly marked at once. Cross out items not required to be marked.) Approved safety belt installed each seat? \_\_\_\_\_

PASSENGER'S COMPARTMENT.—Approved safety belt installed each seat? \_\_\_\_\_

STABILIZER, ELEVATORS, AND RUDDER.—Approved position light? \_\_\_\_\_

LANDING GEAR WHEELS (Manufacturer, model, and size) \_\_\_\_\_

Tires (size and ply) \_\_\_\_\_

Shock struts (manufacturer and model) \_\_\_\_\_

Tail wheel (manufacturer, model, and size) \_\_\_\_\_ Tail skid \_\_\_\_\_

Skis (manufacturer, model, and weight) \_\_\_\_\_

Floats (manufacturer and model) \_\_\_\_\_

CENTER SECTION AND FUSELAGE \_\_\_\_\_

WINGS

Left lower \_\_\_\_\_

Left upper \_\_\_\_\_

Right lower \_\_\_\_\_

Approved position lights? \_\_\_\_\_

Right upper \_\_\_\_\_

Approved position lights? \_\_\_\_\_

POWER PLANT AND INSTALLATION \_\_\_\_\_

Total aircraft flight time \_\_\_\_\_ Flight time since overhaul \_\_\_\_\_

Total engine time \_\_\_\_\_ Flight time since engine change or overhaul \_\_\_\_\_

Total propeller time \_\_\_\_\_ Flight time since propeller disassembly and inspection \_\_\_\_\_

REMARKS: \_\_\_\_\_

*Canon 305 + 50 attached. New model for experimental flight tests + CFA approval. Flights to be conducted in vicinity of Columbus, Ohio. No passengers to be carried.*

NOTE.—If space provided is insufficient for full statement of result of inspection, additional data may be shown on extra sheet.

*Other than members of the crew, Personal Card to Washington, Annual Certificate not necessary.*

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1940 JAN 2 PM 1:04

CERTIFICATE SECTION