

From: [Baker Daniel](#)
To: [Baker Daniel](#)
Subject: FW: NTSB Accident Form
Date: Thursday, January 28, 2021 1:56:35 PM

From: kip [REDACTED] >
Sent: Friday, July 10, 2020 2:13 PM
To: Baker Daniel [REDACTED] >
Cc: [REDACTED] >
Subject: Re: NTSB Accident Form

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Dan,

Bruce and I examined the joystick controls underneath the cockpit floor and determined the cause of the failure. There is a rocking tube that runs from the front of the front cockpit, underneath the petrol tank, then to the rear joystick. The aileron cables are connect to a horn which is affixed to this tube. The tube had worked its' way rearward about 1", which was sufficient for the front part of the tube to come loose from its' socket. I photographed the areas in question and then reviewed the original Sopwith drawings. There is a flaw in the design of the original dual control configuration, it that there is no provision to prevent the tube from moving rearward and causing the failure. This design flaw does not affect those Strutters fitted with single controls (approximately 5,400), it only affects the approximately fifty Sopwith Strutters fitted with dual controls, that were constructed/modified at the very end of the war. By that time the aeroplanes were considered obsolete were used primarily for training. The small number of affected aeroplanes would have been quickly written-off in the hands of students, certainly within a matter of several months. The design flaw was probably never recognized at the time.

I will provide full details in my report, including photos, drawing numbers, etc., with changes recommended to prevent future such failures.

Kip