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CASPIR Aircraft Accident Cards

Serial: 4255

Title: de Havilland Moth, Tiger I serial:4255 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1941-August-18. Tiger Moth s/n 4255. This accident involved 1 person. Paul CE

Keywords: RCAFTiger Moth ,4255,2 EFTS,2 Elementary Flying Training School,Aerodrome,1941-August-18,PaulRCAF L20

Created: 1941-08-18

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001626#4255

CAUSES OF ACCIDENTS

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

JU. | TECH. | DISOB. | NEG'NCE | INEXP'NCE | MISCEL. | INSTRUCT. | FLT. CONTR. | OTHERS | PRIMARY | FL. CONTS. | MOV. SURFS. | STAB. SURFS. | W. STRUTS | LAND. GEAR | FLOATS | FUSE. OR HULL | TAIL SKID OR W. | ENGINE MOUNT. | MISCEL. | UND'TD | PRIMARY | FUEL SYS. | COOL. SYS. | IGNIT. SYS. | LUB'N SYS. | ENG. STR. | AIRSCREW A. | ENG. CONTS. | MISCEL. | UND'TD | PRIMARY

HAND Q. | INSTS. | WEATHER | DRKNS. | AL'G SURF. | OTHER | UND'TD | PRIMARY | TAXYING | LANDING | TAKE-OFF | FLIGHT | STATRY | FATAL | INJ. | 3RD. | INJURY

TYPE OF A/C

UNIT 2 2.F.T.S. Fortwilliam, Ont. | COM. 2 | PLACE 1 mile north Aerodrome | DATE 18-8-41 | TIME 0605 | H.Q. FIL. 1100-42-55

A/C TYPE Tiger Moth | No. 4255 | CR. CAT. A | SE X | ME | DAY X | NIGHT

TYPE OF ENGINE

NAME	RANK	No.	DUTY	INJURIES	SERIOUS: FATAL	SERIOUS: INJURY
Paul, C.E.	SGT	R38613	P.	Severely injured		X

CARD SERIAL No.

MISCELLANEOUS CAUSES

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE
Tiger Moth 4255		Totally			
		87075/7255 Considerable			

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE: DUAL	ON TYPE: SOLO	TOTAL: DUAL	TOTAL: SOLO	LAST 6 MOS.
				210		

STAGE OF FLIGHT

CATEGORY: MAJOR

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
[illegible] 18-8-41					

NATURE OF ACCIDENT

DUTY ON WHICH ENGAGED:

Daily flight test

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Failed recovery from spin

PILOT WENT INTO AN INTENTIONAL SPIN, RECOVER AND THEN GO INTO ANOTHER SP IN FROM WHICH HE FAILED TO RECOVER.

PRIMARY CAUSE:

Insufficient altitude for safe recovery.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

AIRCRAFT SPUN INTO THE GROUND.

Badly attempted recovery from a spin resulting in another spin.

COURT OF INQUIRY, INVESTIGATING OFFICER OR COMMANDING OFFICER'S REPORT:

DATE: **Monthly Accident Return.**

COMPOSITION: 1LOC/1AOC/25T&M

RECOMMENDATIONS:

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

Pilot has been dismissed from the company's employ.

RECORDED BY DATE

CHECKED BY DATE