

CASPIR Aircraft Accident Cards

Serial: 4227

Title: de Havilland Moth, Tiger I serial:4227 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1941-November-23. Tiger Moth s/n 4227. This accident involved 1 person. Findlay AWW

Keywords: RCAF Tiger Moth ,4227,15 EFTS,15 Elementary Flying Training School,SEast Of Airport,1941-November-23,FindlayRCAF L20

Created: 1941-11-23

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001626#4227>

32	JU.	31	TECH.	30	DISOB.	29	NEG'NCE	28	INEXP'NCE	27	MISCEL.	26	INSTRUCT.	25	FLT CONTR.	24	OTHERS	23	PRIMARY	22	FL CONTS.	21	MOV. SURFS.	20	STAB. SURFS.	19	W. STRUTS	18	LAND. GEAR	17	FLOATS	16	FUSE OR HULL	15	TAIL SKID OR W.	14	ENGINE MOUNT.	13	MISCEL.	12	UND'TD	11	PRIMARY	10	FUEL SYS.	9	COOL SYS.	8	IGNIT. SYS.	7	LUB'N SYS.	6	ENG. STR.	5	AIRSCREW A.	4	ENG. CONTS.	3	MISCEL.	2	UND'TD	1	PRIMARY	32	RAF	31	INJ.	30	3RD.	29	5	4	3	2	1	32	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	31	32
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																																																																														
CAUSES OF ACCIDENTS																																																																																																												
UNIT		COM.		PLACE										DATE		TIME																																																																																												
#15 E.F.T.S.		#4		13 MILES SOUTH EAST AIRPORT.										23-11-41		1030																																																																																												
REGINA, SASKATCHEWAN.														H.O. FILE		1100-42-27																																																																																												
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																																																																																																
TIGER MOTH		4227		"C6"		X				X																																																																																																		
NAME			RANK	No.	DUTY	INJURIES					SERIOUS																																																																																																	
FINDLAY, A.W.W.			LAC	R109002	PP	UNINJURED					FATAL	INJURY																																																																																																
												CARD SERIAL NO.																																																																																																
TYPE A/F & ENGINE		No.	EXTENT OF DAMAGE		REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS																																																																																																				
T. MOTH		4227	SLIGHT					INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS																																																																																														
G. MAJOR		7227	SLIGHT					3	---	22	23	22	23																																																																																															
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																																																																																																		
169		23-11-41																																																																																																										
NATURE OF ACCIDENT																																																																																																												

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

HAND'D.
 INSTS.
 WEATHER
 DIRKNS.
 ALG SURE.
 OTHER
 UND'TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STAT'RY
 FATAL
 INJ.
 INJURY

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

STUDENT PRACTICING SPINS.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

MOTOR STOPPED DURING SPIN AND AIRCRAFT WAS FORCED

COMPOSITION:

LANDED IN DEEP SNOW, OVERTURNING.

FE/TA 1/10/1941

RECOMMENDATIONS:

PRIMARY CAUSE:

MOTOR STOPPED DURING SPIN.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER INSTRUCTIONS ISSUED AS FOLLOWS:

WHILE PRACTICING SPINS FROM A STRAIGHT STALL OR A GLIDING TURN, IF THE THROTTLE IS LEFT OPEN SLIGHTLY, LEAVING ABOUT 700 TO 1000 R.P.M. INDICATED, THERE WOULD BE VERY LITTLE CHANCE OF THE ENGINE STOPPING PRIOR TO OR DURING THE SPIN. FURTHERMORE, WHEN PRACTISING SPINS FROM A TURN WITH INSUFFICIENT POWER, IF THE ENGINE IS MERELY THROTTLED BACK TO APPROXIMATELY 800 R.P.M. INSTEAD OF CLOSING THE THROTTLE COMPLETELY, AND THE SPIN NOT HELD FOR MORE THAN $1\frac{1}{2}$ OR 2 TURNS, THIS WOULD ALLEVIATE THE POSSIBILITY OF THE

ENGINE STOPPING ON THIS TYPE OF SPIN. RECORDED BY _____

DATE _____

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

FORCED LANDING IN DEEP SNOW OVERTURNED
AIRCRAFT.

CHECKED BY _____

DATE _____