| PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE |

CAUSES OF ACCIDENTS

UNIT 8 RD	COM.
Winnipeg, Man.	

PLACE **Stony Mountain, Manitoba**
Near Parkdale, Man.

| DATE 3-12-41 | TIME 1430 |
| H.Q. FILE | 1100-59-18 |

A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT
Tiger Moth	5918	"A"	x		x	

NAME	RANK	NO.	DUTY	INJURIES	SERIOUS	
					FATAL	INJURY
Rhodes, A.D.	F/O	C2398	P	Slightly injured		1

CARD SERIAL No.

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL NO.	DATE	HOURS FLOWN BY PILOTS					
						INST. NIGHT	ON TYPE		TOTAL		LAST 6 MOS.
							DUAL	SOLO	DUAL	SOLO	
T. Moth	5918	Total								553	
Gypsy M M.K.I.	N.A	Total									

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
Q592 3-12					
& Q597					

NATURE OF ACCIDENT

TYPE OF A/C · TYPE OF ENGINE · CATEGORY · MISCELLANEOUS CAUSES · STAGE OF FLIGHT

HAND Q. · INSTS. · WEATHER · DRKNS. · AL'G SURF · OTHER · UND'TD · PRIMARY · TAXYING · LANDING · TAKE-OFF · FLIGHT · STAT'RY · FATAL · INJ. · INJURY

DUTY ON WHICH ENGAGED:

Test flight

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Pilot took off on test flight of newly rigged Aircraft immediately behind another Aircraft and believing the slipstream to be cause of unusual behavior. Having attempted landing several times, managed to reach a safe height and abandoned Aircraft.

PRIMARY CAUSE:

Possibility of un-noticed angular mis-alignment of one or both sections of tail plane with respect to fuselage viewed along its axis, which would alter from normal, the angle of incidence of the section of the tail plane, thus affecting the controllability of the Aircraft.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft crashed.
(Pilot abandoned aircraft by parachute)

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

Investigating Officer's Report.

DATE: 5/12/41   /o c /r /n c -/n T A

Composition:-

Flt.Lt.   J.D. Fitzsimmons.

RECOMMENDATIONS:

(a)   That a routine check on this alignment be instituted on all new or overhauled aircraft of this type and (b) That the contractor be requested to make further recommendations.

(NOTE: I understand that such a misalignment was encountered here some months ago and that it was discovered that the spar ends were incorrectl fitted into fittings.)

ACTION TAKEN:
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

Nil

RECORDED BY	DATE
CHECKED BY	DATE