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CASPIR Aircraft Accident Cards

Serial: 4117

Title: de Havilland Moth, Tiger I serial:4117 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1942-January-26. Tiger Moth s/n 4117. This accident involved 1 person. Lawn JA

Keywords: RCAFTiger Moth ,4117,14 EFTS,14 Elementary Flying Training School,Oakville,1942-January-26,LawnRCAF L20

Created: 1942-01-26

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001626#4117

CAUSES OF ACCIDENTS

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

PILOT: JU. 32, TECH. 31, DISOB. 30, NEG'NCE 29, INEXP'NCE 28, MISCEL. 27, INSTRUCT. 26, FLT. CONTR. 25, OTHERS 24, PRIMARY 23, FL. CONTS. 22

OTHERS: MOV. SURFS. 21, STAB. SURFS. 20, W. STRUTS 19, LAND. GEAR 18, FLOATS 17, FUSE. OR HULL 16, TAIL SKID OR W. 15, ENGINE MOUNT. 14, MISCEL. 13, UND'TD 12

AIRFRAME FAILURE: PRIMARY 11, FUEL SYS. 10, COOL. SYS. 9, IGNIT. SYS. 8, LUB'N SYS. 7, ENG. STR. 6, AIRSCREW A. 5, ENG. CONTS. 4, MISCEL. 3, UND'TD 2

ENGINE FAILURE: PRIMARY 1, HAND'G 19, INSTS. 18, WEATHER 17, DRKNS. 16, A/G SURF. 15, OTHER 14, UND'TD 13

MISCELLANEOUS CAUSES: PRIMARY 12, TAXYING 11, LANDING 10, TAKE-OFF 9, FLIGHT 8, STAT'RY 7

STAGE OF FLIGHT: FATAL 6, INJ. 5, 3RD. 4, INJURY 3, NIL 2

TYPE OF A/C

TYPE OF ENGINE

CATEGORY: A, B, C, D

UNIT	COM.	PLACE	DATE	TIME
14 E.F.T.S. Portage la Prairie	2	5½ miles South Oakville	26-1-42	1600

H.Q. FILE 1100-41-17

A/C TYPE	NO.	CRASH CAT.	SE	ME	DAY	NIGHT
Tiger Moth	4117	A	X		X	

NAME	RANK	No.	DUTY	INJURIES	SERIOUS: FATAL	SERIOUS: INJURY
Lawn, J.A.	LAC	R117259	P.	Severely 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: DUAL	ON TYPE: SOLO	TOTAL: DUAL	TOTAL: SOLO	LAST 6 MOS.
T. Moth	4117	Total				:50	Nil	17	15	17	15	
G. Major	7112	Total										

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
A 28 26-1-42					

NATURE OF ACCIDENT

DUTY ON WHICH ENGAGED:

Solo practice flying.

COURT OF INQUIRY, INVESTIGATING OFFICER OR COMMANDING OFFICER'S REPORT: R170

Investigating Officer's Report

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft apparently spun into ground Pilot failed to recover from a right hand spin.

DATE: 27-1-42

COMPOSITION:

P.O. J.S. Howden (J4755) No. 14 E.F.T.S.

10C

RECOMMENDATIONS:

More emphasis be placed on instruction in spin recovery in the Syllabud of flying training.

PRIMARY CAUSE:

~~Failure on the part of the pilot to apply the correct method of spin recovery in that he failed to move the control column sufficiently forward to effect recovery.~~

19 Out of Control

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft spun into the ground.~~

ACTION TAKEN:

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

Conclusions of A.I.B.

P.Pilot got excited and did not use correct method of spin recovery. The investigation is extremely poor as to the method of spin recovery taught at this school but the Air Officer Commanding is satisfied that it is correct.

RECORDED BY DATE

CHECKED BY DATE