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CASPIR Aircraft Accident Cards

Serial: 4113

Title: de Havilland Moth, Tiger I serial:4113 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1942-February-28. Tiger Moth s/n 4113. This accident involved 1 person. Mcghee JR

Keywords: RCAFTiger Moth ,4113,14 EFTS,14 Elementary Flying Training School,Carberry Manitoba,1942-February-28,McgheeRCAF L20

Created: 1942-02-28

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001626#4113

CAUSES OF ACCIDENTS

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE | MISCELLANEOUS CAUSES

PILOT: PRIMARY, UND'TD, JU., TECH., DISOB., NEG'NCE, INEXP'NCE, MISCEL.

OTHERS: INSTRUCT., FLT CONTR., OTHERS

AIRFRAME FAILURE: PRIMARY, FL. CONTS., MOV. SURFS., STAB. SURFS., W. STRUTS, LAND. GEAR, FLOATS, FUSE. OR HULL, TAIL SKID OR W., ENGINE MOUNT., MISCEL., UND'TD

ENGINE FAILURE: PRIMARY, FUEL SYS., COOL SYS., IGNIT. SYS., LUB'N SYS., ENG. STR., AIRSCREW A., ENG. CONTS., MISCEL., UND'TD

MISCELLANEOUS CAUSES: PRIMARY, HAND Q., INSTS., WEATHER, DRKNS., A/G SURF., OTHER, UND'TD

STAGE OF FLIGHT: TAXYING, LANDING, TAKE-OFF, FLIGHT, STAT'RY

INJURY: FATAL, INJ., 3RD, S, N

TYPE OF A/C: UNIT 14 E.F.T.S. Portage la Prairie | COM. 2 | PLACE Carberry, Man. | DATE 28-2-42 | TIME 1730

A/C TYPE Tiger Moth | No. 4113 | CRASH CAT. C1 | H.Q. FILE 1100-41-13

SE: X | ME: | DAY: X | NIGHT:

TYPE OF ENGINE

NAME	RANK	NO.	DUTY	INJURIES	SERIOUS: FATAL	SERIOUS: INJURY
McGhee, J.R.	LAC	R132515		Uninjured		

CARD SERIAL No.:

TYPE A/F & ENGINE	NO.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE
Tiger Moth	4113	Slight			
Engine	7045	Nil			
Stroke	87825				

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE: DUAL	ON TYPE: SOLO	TOTAL: DUAL	TOTAL: SOLO	LAST 6 MOS.
7		28	42	28	42	

CATEGORY: A B C D

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
A43 1-3-42					

NATURE OF ACCIDENT

DUTY ON WHICH ENGAGED:
Solo practice flying

NATURE OF ACCIDENT AND STAGE OF FLIGHT:
Applied brakes harshly - causing A/C to nose. over while taxiing in gusty wind.

PRIMARY CAUSE:
~~Harsh applications of brakes.~~
11. Others

11

SECONDARY CAUSE OR CONTRIBUTING FACTORS:
~~Aircraft nosed over damaging air-screw and underpan.~~

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

DATE:
COMPOSITION: TM/AMT/PCM/UBT/[illegible]

RECOMMENDATIONS:

Nil

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

Nil

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____

R.C.A.F. FORM L20 REQ. 1247 10M—15-11-41