

CASPIR Aircraft Accident Cards

Serial: 5032

Title: de Havilland Moth, Tiger I serial:5032 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1942-November-19. Tiger Moth s/n 5032. This accident involved 1 person. Power RF

Keywords: RCAF Tiger Moth ,5032,15 EFTS,15 Elementary Flying Training School,Zehner Saskatchewan,1942-November-19,PowerRCAF L20

Created: 1942-11-19

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001626#5032>

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1																			
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TYPE OF A/C	PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE				MISCELLANEOUS CAUSES																		
TYPE OF ENGINE	CAUSES OF ACCIDENTS																														
UNIT	15 E.F.T.S. Regina				COM.	4				PLACE	1 mile W. Zehner, Sask.				DATE	19-11-43		TIME	1600												
A/C TYPE	Tiger Moth				No.	5032				CRASH	A				SE	ME		DAY	NIGHT												
NAME	RANK		No.		DUTY		INJURIES				SERIOUS																				
Power, R.F.		LAC.		R84712		PP		Serious				FATAL		INJURY																	
																CARD SERIAL No.															
																✓															
TYPE A/F & ENGINE	No.		EXTENT OF DAMAGE		REPORT FORM	SERIAL No.		DATE		HOURS FLOWN BY PILOTS																					
Tiger Moth 5088		Total		G. Major 7545/85438		Serious				INST.	NIGHT		ON TYPE		TOTAL		LAST 6 MOS.														
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT		FILE		DATE															
390				19-11																											
NATURE OF ACCIDENT																															



DUTY ON WHICH ENGAGED:

Practicing sequences 10, 12, 15, 17.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER'S REPORT

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C did not recover from spin, seen spinning to right at 1500 overcorrected and spun to left at 1000 ft., then lost his head.

DATE: 20-11-42

COMPOSITION:

IOC/AOC/PMV

P/O W.J. Unwin

RECOMMENDATIONS:

Nil.

PRIMARY CAUSE:

~~Inexperience. (Was probably correcting spins at too low a height.)~~

19. OUT OF CONTROL.

14

ACTION TAKEN:

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

Nil.

A.I.B. CONCLUSION

Partial recovery made but at too low an altitude. Failure to use proper method of recovery because of panic.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Overcorrection and losing his head.~~

RECORDED BY

DATE

CHECKED BY

DATE