

CASPIR Aircraft Accident Cards

Serial: 5827

Title: de Havilland Moth, Tiger I serial:5827 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1943-July-08. Tiger Moth s/n 5827. This accident involved 1 person. McCreight JT

Keywords: RCAF Tiger Moth ,5827,15 EFTS,15 Elementary Flying Training School,Aerodrome,1943-July-08,McCreightRCAF L20

Created: 1943-07-08

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001626#5827>

ACCIDENT CLASSIFICATION

UNIT 15 L.F.T.S. Regina, Sask.		COM. 4	PLACE 1/8 mile W. Main aerodrome		DATE 8-7-43	TIME 1405			
A/C TYPE Tiger Moth		No. 5827	CRASH CAT. A		S.E. X	M.E.	DAY X		
PERSONNEL McCreight, J.T.		RANK LAC	NUMBER 1184542	DUTY PF	INJURIES Serious		SIGNAL		
							No. A62		
							DATE 8-7		
							D 14 (REVISED)		
							No. 4		
							CHECKED <input checked="" type="checkbox"/>		
							No. 21		
ENGINE G. Mjr. 7711/85610		ENGINE NUMBER (S) Completely		HOURS FLOWN BY PILOTS					
				INST.	NIGHT	ON TYPE		TOTAL	
						SOLO	DUAL	SOLO	DUAL
				-	-	1	8	1	8

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

7
4
2
1
7
4
2
1
1
FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
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380
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PURPOSE OF FLIGHT:
Sequences 6,7,9,16.

TECHNICAL OFFICER'S REPORT:
A/C was destroyed beyond economical repair.

NATURE OF ACCIDENT:
A/C was seen to do a turn to right after take-off, which gradually became a flat turn, then the A/C stalled at approximately 200 feet and dived into the ground.

602/AOC/100/10/E

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:
FINDINGS: SUMMARY No. 1073

Inexperience of the pilot in extremely rough air. Attempted to pick up a dropped wing in a gliding turn by use of ailerons, resulting in crossing the controls.

CONCLUSIONS OF A.I.B.
Agree with findings on point of inexperience.

CLASSIFICATION:
~~12. Loss of control.~~
19. Out of Control

Note: Pupil's tendency to air sickness could explain his loss of control if he did in fact become sick on this occasion, as to which there is no evidence.

SECONDARY OR CONTRIBUTORY FACTORS:
~~22. Stalling.~~
~~23. Spinning.~~
~~14. Misuse of controls.~~

ACTION TAKEN:
NIL