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CASPIR Aircraft Accident Cards

Serial: 4007/337

Title: Tiger Moth serial:4007/337 - Crash Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1943-October-12. Tiger Moth s/n 4007/337. This accident involved 2 people. Palmer FES, North VC

Keywords: RCAFTiger Moth ,4007/337,2 EFTS,2 Elementary Flying Training School,Aerodrome,1943-October-12,North,PalmerRCAF L20

Created: 1943-10-12

ACCIDENT CLASSIFICATION

UNIT	COM.	PLACE	DATE	TIME
2 E.F.T.S. Fort William	2	9 miles S.W. of M.A.	12-10-43	1015

H.Q. FILE 1100-40-97

A/C TYPE	NO.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT
TIGER MOTH	4007/337	"A"	x		x	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
North, V.C.	WO2	R119897	FI	Seriously Inj.
Palmer, F.E.S.	GB LAC	1808685	PP	Slightly Inj.

SIGNAL

NO.	DATE
A.113	12-10

D 14 (REVISED)

NO.	CHECKED
1	✓

#22

ENGINE	ENGINE NUMBER (S)
Gipsy Major	2185/85810 Totally

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE SOLO	ON TYPE DUAL	TOTAL SOLO	TOTAL DUAL
18	66	557	45	823	122
1	-	7	15	7	15

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATRY

INJURY
FATAL
INJ.
3RD
S

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Authorized dual practice in seq. 14,16,17,18,22.

NATURE OF ACCIDENT:

A/C struck the ground in spin, starting at 5200'. Pilot decided to abandon ship at 4500'. Rudder jammed.

CLASSIFICATION:

~~23. Spinning.~~ OUT OF CONTROL (19)

SECONDARY OR CONTRIBUTORY FACTORS:

~~18. Loss of control~~

TECHNICAL OFFICER'S REPORT:

Nil 10 C/F.V

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS: SUMMARY No. 2130

Cause: "Obscure, but the possibility cannot be overlooked of confusion due to misunderstanding as to who was in control of the a/c this possibly resulting first, in neither occupant having control, and second, in ultimate panic.

Instructor showed poor airmanship and leadership in failing to question his pupil as to control of a/c, and in failing to try use of engine and other flying controls in effort to change altitude of a/c and thus possibly by dislodging the obstruction, overcome jamming of rudder control. Consideration might be given to transferring this instructor to other duties."

CONCLUSIONS OF A.I.B.

Agree. Rudder may have jammed as stated by instructor but is not corroborated by the observations of the

ACTION TAKEN: Inspector of Accidents.

Nil

R. C. A. F. L 20 (REVISED)
7M-4-43 (3202) K. P. 5051
H. Q. 885-L 20

C. C. LTD. 7084-43