

CASPIR Aircraft Accident Cards

Serial: 4235

Title: de Havilland Moth, Tiger I serial:4235 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1940-December-20. Tiger Moth s/n 4235. This accident involved 2 people. MacDonald AE, Mcfarlane JD

Keywords: RCAF Tiger Moth ,4235,15 EFTS,15 Elementary Flying Training School,Aerodrome Regina,1940-December-20,MacDonald,McfarlaneRCAF L20

Created: 1940-12-20

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001626#4235>

PILOT -		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE					
CAUSES OF ACCIDENTS.													
UNIT # 15 E.F.T.S.		COM.		PLACE				DATE 20-12-40		TIME 1155			
Regina, Saskatchewan 4				Airdrome, Regina, Sask.				H.O. FILE		1100-42-35			
A/C TYPE Tiger Moth		No. 4235		CRASH CAT. C		SE X		ME		DAY X NIGHT			
NAME			RANK	No.	DUTY	INJURIES			SERIOUS				
MacDonald, A.E.			Sgt.		FI	Uninjured			FATAL	INJURY			
McFarlane, J.D.			LAC	A130462	PP	Uninjured							
TYPE A/F & ENGINE		No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS						
T. Moth		4235	Slight	D.14	20-12-40		INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS.
									DUAL	SOLO	DUAL	SOLO	
Gypsy													
Major													
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE			
NATURE OF ACCIDENT													

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

- UNDTD
- PRIMARY
- HAND O.
- INSTS.
- WEATHER
- DRKNS.
- AL & SURF.
- OTHER
- UNDTD
- PRIMARY
- TAXING
- LANDING
- TAKE-OFF
- FLIGHT
- STAT'RY
- FATAL
- INJ.
- SRD.
- INF
- ...

[REDACTED]

DUTY ON WHICH ENGAGED: Flying Training.

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

TM/ANT/ACM/USP/WWS

Commanding Officer's Report.

DATE: 20-12-40

COMPOSITION: F/L R.D.P. Blagraw.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Pilot was taxiing toward hangar after landing. On attempting a turn by the use of brakes a gust of wind upset aircraft on nose.

RECOMMENDATIONS:

Prohibiting use of brakes on Tiger Moth Aircraft except for parking or in the case of an emergency.

PRIMARY CAUSE: Excessive use of brakes to assist a turn on the ground.

ACTION TAKEN:

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

Instructions above issued.

D.14 approved by A.O.C. No. 4 T.C.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

A gust of wind caught the aircraft, causing it to tip on its nose.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____