CASPIR Aircraft Accident Cards

Serial: 5950

Title: de Havilland Moth, Tiger I serial:5950 Accident Card

Author: Royal Air Force (RAF)

Subject: This accident involved 1 aircraft on 1942-February-14. Tiger Moth s/n 5950. This accident involved 3 people. Boot PV, Butler AH, Smith LE

Keywords: RAFTiger Moth ,5950,33 EFTS,33 Elementary Flying Training School,Caron,1942-February-14,Boot,Butler,SmithRCAF L20

Created: 1942-02-14

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001626#5950

CAUSES OF ACCIDENTS

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

32 JU. 31 TECH. 30 DISOB. 29 NEG'NCE 28 INEXP'NCE 27 MISCEL. 26 INSTRUCT. 25 FLT. CONTR. 24 OTHERS 23 PRIMARY 22 FL. CONTS. 21 MOV. SURFS. 20 STAB. SURFS. 19 W. STRUTS 18 LAND. GEAR 17 FLOATS 16 FUSE. OR HULL 15 TAIL SKID OR W. 14 ENGINE MOUNT. 13 MISCEL. 12 UND'TD 11 PRIMARY 10 FUEL SYS. 9 COOL. SYS. 8 IGNIT. SYS. 7 LUB'N SYS. 6 ENG. STR. 5 AIRSCREW A. 4 ENG. CONTS. 3 MISCEL. 2 UND'TD 1

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

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

INJURY: FATAL, INJ., 3RD.

TYPE OF A/C | TYPE OF ENGINE | CATEGORY: A, B, C, D

UNIT	COM.	PLACE	DATE	TIM
33 E.F.T.S. Caron, Sask.	# 4	Caron	14-2-42	1600

H.Q. FILE 1100-59-50

A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT
Tiger Moth	5950	Undamaged	X		X	

NAME	RANK	No.	DUTY	INJURIES	SERIOUS: FATAL	SERIOUS: INJURY
Smith, L.E.,	AC1	911734	PC	Slightly injured.		1
Boot, P.V.	F.O	74055	FI	Uninjured		
Butler, A.H.	LAC	1527089	PP	Uninjured		

CARD SERIAL No.

N.A.I.F.U.

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE
T. Moth	5950	Nil			
G. Major	Ic2108/35762				

HOURS FLOWN BY PILOTS

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

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
14-2-42					

NATURE OF ACCIDENT

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 RAF 32 W.

DUTY ON WHICH ENGAGED:
Swinging airscrew

NATURE OF ACCIDENT AND STAGE OF FLIGHT:
Finger fractured, struck by airscrew.
THE INSTRUCTOR WHO HAD EXPECTED THE PUPIL TO BE IN CHARGE OF STARTING THE ENGINE PUT THE SWITCHES IN THE FRONT COCKPIT "ON" SO THAT THE PUPIL WOULD BE ENABLED TO START THE ENGINE FROM THE BACK SEAT BY HIMSELF. THE ENGINE STARTED WHEN THE INSTRUCTOR PUT ON HIS SWITCHES, THE AIRSCREW STRIKING AND SLIGHTLY INJURED A.C.1 SMITH.

PRIMARY CAUSE:
~~Faulty airscrew drill.~~
24. Prop
(24)

SECONDARY CAUSE OR CONTRIBUTING FACTORS:
~~CONTACT WITH SWINGING AIRSCREW.~~

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:
Investigating Officer's Report.

DATE: 8-2-42

COMPOSITION:
F.Lt. DAVID JAMES ROSE — 33 E.F.T.S. CARON, SASK.

RECOMMENDATIONS:
(1) CLOSER CO-OPERATION BETWEEN PILOT AND INSTRUCTOR I,E., IF INSTRUCTOR REQUIRES THE PUPIL TO CARRY OUT THE STARTING OPERATIONS, THE INSTRUCTOR TO MAKE SURE THE PUPIL UNDERSTANDS.
(2) CO-OPERATION BETWEEN GROUND CREWS, I,E., EACH MAN TO BE SURE THE SWITCHES ARE CORRECT BEFORE ANOTHER HANDLES THE AIRSCREW.
(3) ENFORCEMENT OF (X1) ABOVE."

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

CONCLUSION OF A.I.B.
CARELESSNESS BY A.C.1 SMITH IN SWINGING AIRSCREW WHEN STARTING ENGINE PREPARATORY TO FLIGHT IN THAT HE
(1) DID NOT WAIT FOR CONFIRMATION OF "SWITCHES OFF" FROM EITHER INSTRUCTOR OR PUPIL BEFORE "SUCKING IN"
(2) USED UNSAFE METHODS IN SWINGING AIRSCREW.
WHILE THE AIR FRAME MECHANIC WAS CHIEFLY TO BLAME FOR THIS ACCIDENT THERE IS SOME BLAME TO BE PLACED AGAINST THE INSTRUCTOR WHO SHOULD HAVE LEFT NO DOUBT IN THE PUPIL'S MIND AS TO WHO WAS IN CHARGE IN STARTING UP THE AIRCRAFT AND WHO SHOULD NOT HAVE PUT SWITCHES ON WITHOUT ASCERTAINING THAT THE PUPIL'S SWITCHES WAS OFF.

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____