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CASPIR Aircraft Accident Cards

Serial: 4222

Title: de Havilland Moth, Tiger I serial:4222 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1942-July-17. Tiger Moth s/n 4222. This accident involved 2 people. Leduc MMB, Mackenzie DD

Keywords: RCAFTiger Moth ,4222,2 FIS,2 Flying Instructor School,Aerodrome,1942-July-17,Leduc,MackenzieRCAF L20

Created: 1942-07-17

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001626#4222

CAUSES OF ACCIDENTS

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

PILOT: JU. TECH. DISOB. NEG'NCE INEXP'NCE MISCEL. INSTRUCT. FLT. CONTR. OTHERS

AIRFRAME FAILURE: PRIMARY FL. CONTS. MOV. SURFS. STAB. SURFS. W. STRUTS LAND. GEAR FLOATS FUSE. OR HULL TAIL SKID OR W. ENGINE MOUNT. MISCEL. UND'TD

ENGINE FAILURE: PRIMARY FUEL SYS. COOL. SYS. IGNIT. SYS. LUB'N SYS. ENG. STR. AIRSCREW A. ENG. CONTS. MISCEL. UND'TD

MISCELLANEOUS CAUSES: PRIMARY HAND.G. INSTS. WEATHER DRKNS. AL'G SURF. OTHER UND'TD

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

INJURY: FATAL INJ. 3RD. S.

TYPE OF A/C

TYPE OF ENGINE

CATEGORY: A B C D

UNIT	COM.	PLACE	DATE	TIME
2 FIS Claresholm	4	M.A.	17-7-42	1100

H.Q. FILE 1100-42-42

A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT
Tiger Moth	4222	NIL	X		X	

NAME	RANK	No.	DUTY	INJURIES	SERIOUS: FATAL	SERIOUS: INJURY
MacKenzie D.D.	P/O	GB1354015 FI		Uninjured.		
Ledue M.M.B.	AO1	R143320	OC	Slightly injured		1

CARD SERIAL No.

NAFA

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE
Tiger Moth	4222	Nil.			
Gypsy Major	87050/7230	NiL			

HOURS FLOWN BY PILOTS

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

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
A-371 18-7-42					

NATURE OF ACCIDENT

DUTY ON WHICH ENGAGED:

Hand swinging of airscrew.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Engine started while swinging airscrew, striking AC1 Leduc on right arm.

PRIMARY CAUSE:

~~Airman failed to step clear of airscrew as engine started.~~

24. Prop

24

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Swinging airscrew struck AC1 Leduc on right arm.~~

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

INVESTIGATING OFFICER'S REPORT

DATE:

COMPOSITION:

RECOMMENDATIONS:

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

RECORDED BY DATE

CHECKED BY DATE

R.C.A.F. FORM L20 REQ. 1247 10M—15-11-41