

ACCIDENT CLASSIFICATION

UNIT 9 E.F.T.S. St. Catharines	COM. 1	PLACE 1/2 mi. N. of Campden, Ont.	DATE 7-6-43	TIME 1540
A/C TYPE Tiger Moth	No. 3947	CRASH CAT. Nil	H.O. FILE 1100-39-47	
			S.E. X	M.E.
			DAY X	NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
McDougall, M.P.	WO2	R103110	FI	Nil.	No.	DATE
Baker, N.P.	GB	Lac.1603771	PP	Nil.		
Forced landing					D 14 (REVISED)	
					No.	CHECKED
					8	✓
					#35	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
G/Major 2386/89249	Nil.	50	120	150	5	1345	130
		4	-	9	38	9	38

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STAIRWAY
FATAL
INJ.
3RD
INJ.

RAF

) PURPOSE OF FLIGHT:

) Dual instruction on Map Reading.

) NATURE OF ACCIDENT:

) A/C ran out of gas. Instructor force landed.

TECHNICAL OFFICER'S REPORT: A/C found to have one tight tappet. A/C was flown back to airport. Tappet was again found to be tight and subsequent investigation showed that the intake and exhaust valves were in the wrong seats, i.e., the intake valve was in the exhaust
COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

part and vice versa. This tight tappet clearance, caused by the valve stretching, would cause a loss of compression and power and could result in an above normal gasoline consumption.

) CLASSIFICATION:

) 33. Technical defect.

) SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Nil.