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CASPIR Aircraft Accident Cards

Serial: 3861

Title: de Havilland Moth, Tiger I serial:3861 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1943-October-15. Tiger Moth s/n 3861. This accident involved 2 people. Johnston M, Pearson VH

Keywords: RCAFTiger Moth ,3861,2 EFTS,2 Elementary Flying Training School,Aerodrome,1943-October-15,Johnston,PearsonRCAF L20

Created: 1943-10-15

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001626#3861

ACCIDENT CLASSIFICATION

UNIT	COM.	PLACE	DATE	TIME
2 E.F.T.S. Fort William	2	M.A.	15-10-43	1440

H.Q. FILE 1100-38-61

A/C TYPE	NO.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT
Tiger Moth	3861	Nil	x		x	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
Pearson, V.H. GB	LAC	1804661	PP	Nil
Johnston, M. (Mrs.)	CIV			Slightly inj.

SIGNAL

NO.	DATE

D 14 (REVISED)

NO.	CHECKED
2	✓

#36

ENGINE	ENGINE NUMBER (S)

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE		TOTAL	
		SOLO	DUAL	SOLO	DUAL
		4	17	4	17

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAXYING

LANDING

TAKE-OFF

FLIGHT

STAT'RY

INJURY: FATAL, INJ., 3RD, S, RAF, M

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:
Solo Seq. 10-11-12-13-16-17

NATURE OF ACCIDENT:
Engine fired prematurely hitting girl starter and throwing her to ground.
Note: Ground school assessed this pupil as below average and felt he could not possibly pass exams. Instructor was going to wait until 25 hour check to progress check this pupil. Pupil being immediately checked with a view to discontinuing training.

CLASSIFICATION:
56. Propellor swinging 24

SECONDARY OR CONTRIBUTORY FACTORS:
24. Carelessness

TECHNICAL OFFICER'S REPORT:
Conclusions of A.I.B.
Most probable cause was pre-ignition in a hot engine.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:
FINDINGS: SUMMARY No.

Pupil, on entering A/C asked if switches were alright, meaning "on" in front, in order to use back switches for starting. She replied that they were on. Then called out starting check "Switches on" gas on, throttle set, brakes on". Pupil claims that is way she called it. Also claims noticed switches in "on" position in rear cockpit but left them that way. Each time girl called "contact", moved front switch to "off" position. After three tries engine failed to start and pupil opened throttle and switched off as instructed by girl. After backing off prop a few turns, procedure started again. Pupil said he must have put switches on when girl called switches "off" and turned front switch off when she called "contact". While adjusting prop for second swing, engine fired throwing her to ground.

ACTION TAKEN:
Pupil's training ceased.

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

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