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CASPIR Aircraft Accident Cards

Serial: 4132

Title: de Havilland Moth, Tiger I serial:4132 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1941-January-12. Tiger Moth s/n 4132. This accident involved 1 person. Young TT

Keywords: RCAFTiger Moth ,4132,16 EFTS,16 Elementary Flying Training School,Edmonton Airport,1941-January-12,YoungRCAF L20

Created: 1941-01-12

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001626#4132

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

CAUSES OF ACCIDENTS

TYPE OF A/C | TYPE OF ENGINE | CATEGORY

MISCELLANEOUS CAUSES | STAGE OF FLIGHT

UNIT	COM.	PLACE	DATE	TIME
# 16 E.F.T.S. Edmonton, Alta.	4	Edmonton Airport.	12-1-41	1430

H.Q. FILE 1100-41-32

A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT
Tiger Moth	4132	C	X		X	

NAME	RANK	No.	DUTY	INJURIES	SERIOUS: FATAL	SERIOUS: INJURY
Young, T.T.	LAC	[redacted] R72440	P	Uninjured		

CARD SERIAL No.

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS: INST.	NIGHT	ON TYPE: DUAL	ON TYPE: SOLO	TOTAL: DUAL	TOTAL: SOLO	LAST 6 MOS.
Tiger Moth	4132	Slight	D.14		14-1-41							
~~Gypsy Major~~	7132/ 86952	Nil										

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE

NATURE OF ACCIDENT

INJURY: FATAL | INJ. | 3RD. | S | N

DUTY ON WHICH ENGAGED: Solo practice. Sequences 7, 8, 9, 15, 17 for 1 hour and 30 minutes.

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

DATE: 14-1-41.

COMPOSITION: Squadron Leader J.L. Berven.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

The pupil was misinformed by crew man that there was enough gasoline for 1½ hours flight. The pupil was returning and making circuit of aerodrome to complete the flight when engine stopped. He was unable to make aerodrome and hit fence at edge of field.

PRIMARY CAUSE:

Aircraft ran out of fuel, the pilot being misinformed as to the real amount of fuel in the aircraft.

RECOMMENDATIONS:

Instructions have been given to pupils and instructors to check aircraft as to quantity of fuel prior to the take off, and that the aircraft is sufficiently fuelled to carry out the purpose of the flight. It is primarily the responsibility of the instructor.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

The pilot was unable to make the aerodrome and hit fence at edge of field, damging the plane slightly.

RECORDED BY DATE

CHECKED BY DATE