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CASPIR Aircraft Accident Cards

Serial: 4120

Title: de Havilland Moth, Tiger I serial:4120 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1941-January-19. Tiger Moth s/n 4120. This accident involved 1 person. Fairey WM

Keywords: RCAFTiger Moth ,4120,14 EFTS,14 Elementary Flying Training School,Newton Manitoba,1941-January-19,FaireyRCAF L20

Created: 1941-01-19

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001626#4120

CAUSES OF ACCIDENTS

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

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

MISCELLANEOUS CAUSES: 18 PRIMARY, 17 HAND.G., 16 INSTS., 15 WEATHER, 14 DRKNS., 13 AL'G SURF., 12 OTHER, 11 UND'TD

STAGE OF FLIGHT: 10 PRIMARY, 9 TAXYING, 8 LANDING, 7 TAKE-OFF, 6 FLIGHT, 5 STAT'RY

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

TYPE OF A/C

TYPE OF ENGINE

CATEGORY: A, B, C, D

UNIT	COM.	PLACE	DATE	TIME
# 14 E.F.T.S. ~~Portage la P.~~	2	5 miles South of ~~Newton, Manitoba.~~	19-1-41	1630
			H.Q. FILE 1100-41-20	

A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT
Tiger Moth	4120	C	x		x	

NAME	RANK	No.	DUTY	INJURIES	SERIOUS: FATAL	SERIOUS: INJURY
Fairey, W.M.	AC.2	1343?4	P	Uninjured		

CARD SERIAL No.

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE
Tiger Moth Gypsy	4120	Slight Nil			

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

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

DUTY ON WHICH ENGAGED: Practicing aerobatics.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

The engine failed after the A/C was doing slow rolls. The forcedlanding was made in deep snow. The A/C overturned and was only slightly damaged.

PRIMARY CAUSE:

Engine failure due to a temporary air lock in the petrol system. (AOC #2TC) on 1100-41-20 6-2-41.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

COURT OF INQUIRY, ~~INVESTIGATING OFFICER~~ OR COMMANDING OFFICER'S REPORT: FB/AOP/ES/PM/M/I ✓ AMO

Commanding Officer's Report

DATE: 24-1-41

COMPOSITION:

Flight Lieutenant D.J. Thomson.

RECOMMENDATIONS:

If the aircraft had been equipped with skiis, no damage would have been sustained

ACTION TAKEN:

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

The AOC does not concur with the finding that the failure was due to a stuck needle valve, but gives the primary cause as an air lock, developing after a slow roll.

RECORDED BY DATE

CHECKED BY DATE