

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1																												
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TECH.		DISOB.		NEG/NC		INEXP/NC		MISCEL.		INSTRUCT.		FLT. CONTR.		OTHERS		PRIMARY		FL. CONTS.		MOV. SURFS.		STAB. SURFS.		W. STRUTS		LAND. GEAR		FLOATS		FUSE OR HULL		TAIL SKID OR W.		ENGINE MOUNT.		MISCEL.		UND/TD		PRIMARY		FUEL SYS.		COOL SYS.		IGNIT. SYS.		LUB'N SYS.		ENG. STR.		AIRSCREW A.		ENG. CONTS.		MISCEL.		UND/TD	
PILOT			OTHERS			AIRFRAME FAILURE						ENGINE FAILURE						MISCELLANEOUS CAUSES																																									
CAUSES OF ACCIDENTS												HAND. O.		INSTS.		WEATHER		DRKNS.		ALG. SURF.		OTHER		UND/TD		PRIMARY		TAXING		LANDING		TAKE-OFF		FLIGHT		STATRY		FATAL		INJ.		3RD.		RAF															
UNIT		COM.		PLACE		DATE		TIME		H.Q. FILE		SE		ME		DAY		NIGHT																																									
# 8 E.F.T.S.		4		Aerodrome, Sea Island		12-2-41		1609		1100-40-85		x		x																																													
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																																															
Tiger Moth		4085		C		x		x																																																			
NAME			RANK		No.		DUTY		INJURIES				SERIOUS																																														
Vanier, E.D.			LAC		R56301		P		Uninjured				FATAL INJURY																																														
													CARD SERIAL NO.																																														
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																															
Tiger Moth		4085		Slight		D.14		13-2-41				INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																																									
Gypsy Major		32975* 7085		Nil																																																							
SIGNAL No. & DATE			UNIT No. & DATE			COM. No. & DATE			REPORT			FILE			DATE																																												
NATURE OF ACCIDENT																																																											

DUTY ON WHICH ENGAGED: Practicing circuits and landings. COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:

Commanding Officer's Report
13-2-41

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:
COMPOSITION:

Pupill when landing on hard surfaced runway allowed aircraft to ground loop, and undercarriage stay tube attachment bolt gave way.

Flying Officer W.F. Poag.

LUC/UPD

RECOMMENDATIONS:

After each heavy landing with drift, the aeroplane be examined by a competent mechanic.

That heavier bolts be used in stay tube lugs and not countersunk so deeply.

PRIMARY CAUSE:

Bolts attaching the stay tube lugs to lower longerons failed when the aircraft ground looped.

This allowed the V strut to move forward and both sides of the undercarriage to swing inward. The aeroplane came to rest with the two wheels directly underneath the fuselage.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Possible previous landing with the drift.

RECORDED BY

DATE

CHECKED BY

DATE