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CASPIR Aircraft Accident Cards

Serial: 4017

Title: de Havilland Moth, Tiger I serial:4017 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1941-March-08. Tiger Moth s/n 4017. This accident involved 1 person. Spiller EGL

Keywords: RCAFTiger Moth ,4017,2 EFTS,2 Elementary Flying Training School,Aerodrome,1941-March-08,SpillerRCAF L20

Created: 1941-03-08

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001626#4017

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

CAUSES OF ACCIDENTS

JU. | TECH. | DISOB. | NEG'NCE | INEXP'NCE | 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 | PRIMARY | HAND.G. | INSTS. | WEATHER | DRKNS. | AL'G SURF. | OTHER | UND'TD | PRIMARY | TAXYING | LANDING | TAKE-OFF | FLIGHT | STATRY | FATAL | INJ. | 3RD. | INJURY

TYPE OF A/C | TYPE OF ENGINE | CATEGORY

UNIT # 2 E.F.T.S. Fort William, Ont.	COM. 2	PLACE six miles southwest of Aerodrome	DATE 8-3-41	TIME 1145
			H.Q. FILE 1100-40-17	
A/C TYPE Tiger Moth	No. 4017	CRASH CAT. A	SE x / ME	DAY x / NIGHT

NAME	RANK	No.	DUTY	INJURIES	SERIOUS: FATAL	SERIOUS: INJURY
Spiller, E.G.L.	LAC	R56149	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.
T. Moth	4017	Total	D.13		10-3-41			34	31	34	31	
G. Major	5 81517/ 7017	Total										

SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT	FILE	DATE
344	8-3-41	163	8-3-41					

NATURE OF ACCIDENT

MISCELLANEOUS CAUSES | STAGE OF FLIGHT

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:

Solo flying practice.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Carrying out intentional spinning practice when spin became staple and he failed to regain control
THE AIRCRAFT SPUN INTO SOME TREES, WHICH BROKE THE FALL OF THE AIRCRAFT CONSIDERABBY
THE PILOT WAS NOT INJURED.

PRIMARY CAUSE:

~~Obscure~~. THE PUPIL USED THE INCORRECT METHODS OF RECOVERY TAUGHT HIM BY #8 EFTS, THAT IS HE USED OPPOSITE RUDDER AND PULLED THE STICK FORWARD CONSIDERABLY LATER, than he should have to effect recovery. He didn't give the aircraft enough opposite rudder and the time taken to remove rudder was too long to prevent correcting action to become effective.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:

DATE: Investigating Officer's Report.

COMPOSITION: Flying Officer D.W. Farrell.

10C/AOC/PSF/B/N

RECOMMENDATIONS: Correct instruction be given to pupils from the very start of their flying training in the correct method of recovery from spins. Particular emphasis be laid to the extremely short time interval that exists between application of full opposite rudder and the moving forward of the control column, these being almost simultaneous. Instruction in combined use of throttle and control column in recovering from a difficult spin.

ACTION TAKEN:

(A) PRELIMINARY (B) TECHNICAL (C) OTHER

RECORDED BY DATE

CHECKED BY DATE