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CASPIR Aircraft Accident Cards

Serial: 4315

Title: de Havilland Moth, Tiger I serial:4315 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1941-April-04. Tiger Moth s/n 4315. This accident involved 1 person. Morgan GR

Keywords: RCAFTiger Moth ,4315,16 EFTS,16 Elementary Flying Training School,Aerodrome,1941-April-04,MorganRCAF L20

Created: 1941-04-04

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001626#4315

CAUSES OF ACCIDENTS

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

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. O. INSTS. WEATHER DRKNS. AL'G SURF. OTHER UND'TD PRIMARY TAXYING LANDING TAKE-OFF FLIGHT STAT'RY

UNIT	COM.	PLACE	DATE	TIME
#16 E.F.T.S. Edmonton, Alta.	4	2½ miles N.E. of the aerodrome.	4-4-41	0730
			H.Q. FILE 1100-43-15	

A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT
Tiger Moth	4315	B	x		x	

NAME	RANK	No.	DUTY	INJURIES	SERIOUS: FATAL	SERIOUS: INJURY
Morgan, G.R.	LAC	R74860	P	Uninjured		

CARD SERIAL No.

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE
Tiger Moth	4315	Nil	D.14		5-4-41
Gypsy Major	87136/ 7315	Serious			

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE: DUAL	ON TYPE: SOLO	TOTAL: DUAL	TOTAL: SOLO	LAST 6 MOS.
		26	24	26	24	51

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

NATURE OF ACCIDENT

TYPE OF A/C | TYPE OF ENGINE | CATEGORY | MISCELLANEOUS CAUSES | STAGE OF FLIGHT | INJURY: FATAL | INJ. | 3RD. | 5 | 2 | NIL

DUTY ON WHICH ENGAGED: Solo flight.

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

DATE: 6-4-41

COMPOSITION: Squadron Leader J.L. Berven.

OFM/ROP/ES/OM/G/D

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Just after taking off engine became rough and the enginelost R.P.M. Pupil checked oil pressure and temperature and noticed oil pressure decreasing; closed throttles and carriad out successful forced landing.

RECOMMENDATIONS: That instructors make sure that pupils do not take up aircraft after periodic checks until flight tested by instructor.

PRIMARY CAUSE: Loose connection between oil tank and oil pump so that when engine vibrated considerably at full throttle , air was sucked into oil pump intake and therefore bearings did not receive sufficient oil for proper lubrication.

ACTION TAKEN:
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

Letter written to operating Company requesting information regarding faulty maintenance and whether disciplinary action had been taken.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Bearings burned out and No.1 and No. 3 pistons partly seized.

RECORDED BY DATE

CHECKED BY DATE