

TYPE OF A/C		PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE				MISCELLANEOUS CAUSES					
TYPE OF ENGINE		UNIT		COM.		PLACE				DATE		TIME		MISCELLANEOUS CAUSES					
CATEGORY		# 16 E.F.T.S. Edmonton, Alta.		4		2 1/2 miles N.E. of the aerodrome.				4-4-41		0730		MISCELLANEOUS CAUSES					
		A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT					
		Tiger Moth		4315		B		x				x							
		NAME		RANK		No.		DUTY		INJURIES				SERIOUS					
		Morgan, G.R.		LAC		R74860		P		Uninjured				FATAL INJURY					
		TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS					
		Tiger Moth Gypsy Major		4315 87136/7315		Nil Serious		D.14				5-4-41		INST. NIGHT		ON TYPE TOTAL		LAST 6 MOS.	
		SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE							
		NATURE OF ACCIDENT																	

MISCELLANEOUS CAUSES  
 STAGE OF FLIGHT  
 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'S SURF.  
 OTHER  
 UND'TD  
 PRIMARY  
 TAXIING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STAIRY  
 FATAL  
 INJ.  
 3RD.

DUTY ON WHICH ENGAGED:

Solo flight.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Commanding Officer's Report.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

8-4-41

COMPOSITION:

Squadron Leader J.L. Berven.

DFM/ADP/ES/DM/G/D

Just after taking off engine became rough and the engine lost R.P. M. Pupil checked oil pressure and temperature and noticed oil pressure decreasing; closed throttles and carried 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 \_\_\_\_\_