

CASPIR Aircraft Accident Cards

Serial: 4228

Title: de Havilland Moth, Tiger I serial:4228 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1941-April-24. Tiger Moth s/n 4228. This accident involved 1 person. Cather HE

Keywords: RCAF Tiger Moth ,4228,15 EFTS,15 Elementary Flying Training School,Regina Airport,1941-April-24,Cather RCAF L20

Created: 1941-04-24

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001626#4228>

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PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE
 CAUSES OF ACCIDENTS

UNIT # 15 E.F.T.S. COM. 4 PLACE Regina Airport. DATE 24-4-41 TIME 20:15
 Regina, Sask. H.Q. FILE 1100-42-28

A/C TYPE Tiger Moth No. 4228 CRASH CAT. C2 SE X ME DAY NIGHT X

NAME Cather H.E. RANK LAC No. R78424 DUTY P INJURIES Slightly Injured. SERIOUS

FATAL INJURY 1
 CARD SERIAL NO.

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS						
						INST.	NIGHT	ON TYPE		TOTAL	LAST 6 MOS.	
Moth	4228	Slight						DUAL	SOLO	DUAL	SOLO	
Major	87048/7228	Serious.				Nil	Nil	Tiger Moth 14:05				

SIGNAL No. & DATE UNIT No. & DATE 93 25-4-41 COM. No. & DATE REPORT FILE DATE

NATURE OF ACCIDENT

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- MISCELLANEOUS CAUSES
 HAND O.
 INSTS.
 WEATHER
 DRINKS.
 ALG SURF.
 OTHER
 UND'TD
 PRIMARY
 TAKING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD.

- JU.
- TECH.
- DISOB.
- NEG.NCE
- INEX.PNCE
- MISCEL.
- INSTRUCT.
- FLY. CONTR.
- OTHERS
- PRIMARY
- FL. CONTRS.
- 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.
- AIRCREW A.
- ENG. CONTRS.
- MISCEL.
- UND'TD
- PRIMARY
- HAND O.
- INSTS.
- WEATHER
- DRINKS.
- ALG SURF.
- OTHER
- UND'TD
- PRIMARY
- TAKING
- LANDING
- TAKE-OFF
- FLIGHT
- STATRY
- FATAL
- INJ.
- 3RD.

DUTY ON WHICH ENGAGED:

Flying Training.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft turned on nose. Pupil landed heavily on front wheels, bounced approximately 20 to 25 ft. in the air. Took recovery action too late and landed on front wheels and the nose.

PRIMARY CAUSE:

Error in judging distances from the ground upon landing.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Tardiness in effecting recovery.

DATE:

Monthly Accident Report.

COMPOSITION:

LH/PSHH/USH

RECOMMENDATIONS:

The injury to the pupil was made possible by an improper adjustment of fighting harness. It is considered that general instructions should be issued to the effect that Borden type harness should be adjusted so that the "Y" piece is high on the chest. In this way the pilot is kept from

ACTION TAKEN: beinding when a sudden shock occurs.

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

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____