

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
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	32
TECH.	DISOBB.	NEG'NCE	INEXP'NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTR.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND. GEAR	FLOATS	FUSE OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UNDT'D	PRIMARY	FUEL SYS.	COOL. SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UNDT'D	PRIMARY	
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																	
CAUSES OF ACCIDENTS																															
UNIT		COM.		PLACE		DATE		TIME																							
# 8 E.F.T.S.		4		Sea Island Airport, B.C.		26-1-41		1330																							
Vancouver, B.C.						H.O. FILE		1100-41-3																							
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																			
Tiger Moth		4103		C		X				X																					
NAME			RANK		No.		DUTY		INJURIES			SERIOUS																			
Harris, H.A.			Sgt.		R74960		FI		Uninjured			FATAL INJURY																			
Curry, R.P.			LAC		R78558		PP		Uninjured																						
												CARD SERIAL NO.																			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
Tiger Moth		4103		Slight		D.14		27-1-41				INST. NIGHT		ON TYPE				TOTAL		LAST 6 MOS.											
Gypsy Major		86923/7103		Nil										DUAL SOLO				DUAL SOLO													
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE											
NATURE OF ACCIDENT																															
STAGE OF FLIGHT																															
MISCELLANEOUS CAUSES																															
HANDQ.																															
INSTS.																															
WEATHER																															
DRKNS.																															
ALG. SURF.																															
OTHER																															
UNDT'D																															
PRIMARY																															
TAXING																															
LANDING																															
TAKE-OFF																															
FLIGHT																															
FLIGHT																															
FATAL																															
INJ.																															
3RD.																															
RAF																															

DUTY ON WHICH ENGAGED:

Practicing take-offs.

COURT OF INQUIRY, INVESTIGATING OFFICER: LUC/UPD ✓

OR COMMANDING OFFICER'S REPORT:

Commanding Officer's Report.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

27-1-41

COMPOSITION:

Flight Lieutenant C.J.H. Holms.

The undercarriage collapsed due to the pupil allowing aircraft to swing so badly that there was a skidding motion of wheels on runway, which set up the unusual side strain on the U/C, causing it to collapse.

RECOMMENDATIONS: That after each landing made with the

drift the aircraft be taxied to hangar and examined by a competent mechanic.

That brakes be used as little as possible and applied very gradually. That heavier bolts be used in stay tube lugs and not counter sunk so deeply. That flying instructors take over

ACTION TAKEN: control before aircraft get into a dangerous swerve on take-off.
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

PRIMARY CAUSE:

The bolts attaching stay tube lugs to lower longeron failed during take-off. This allowed "V" strut to swing forward and both sides of the U/C to wing downward. A/C came to rest with the two wheels directly underneath the fuselage.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Possible previous landing with drift which would weaken stay tube lug.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____