

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		
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																			
CAUSES OF ACCIDENTS																																	
UNIT 6 S.F.T.S.		COM. 1		PLACE Welland Relief Aerodrome										DATE 12-11-41		TIME 05:25																	
Dunnville, Ont.		1		Welland Relief Aerodrome										H.Q. FILE 1100-27-63																			
A/C TYPE Harvard		No. 2763		CRASH CAT. C 1		SE x		ME		DAY		NIGHT x																					
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																			
Bushell, K.				LAC		R92018		P.		Uninjured.				FATAL		INJURY																	
														CARD SERIAL No.																			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																					
Harvard		2763		Slight								INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.													
Wasp S3H1		4526		SLIGHT								22		10		22		28		62 60													
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT		FILE		DATE																	
A 539 13-11-41																																	
NATURE OF ACCIDENT																																	

19 ()
 18 ()
 17 ()
 16 ()
 15 ()
 14 ()
 13 ()
 12 ()
 11 ()
 10 ()
 9 ()
 8 ()
 7 ()
 6 ()
 5 ()
 4 ()
 3 ()
 2 ()
 1 ()

UND'TD
 PRIMARY
 HAND Q
 INSTS.
 WEATHER
 DRINKS.
 AL-G SURF.
 OTHER
 UND'TD
 PRIMARY
 TAYING
 LANDING
 TAKE-OFF
 FLIGHT
 STAY BY
 FATAL
 INJ.
 3RD.
 5 ()
 4 ()
 3 ()
 2 ()
 1 ()

CAUSES
 MISCELLANEOUS
 STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:

Night circuits

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Nosed up.

DATE:

R170

COMPOSITION:

RECOMMENDATIONS:

NIL

PRIMARY CAUSE:

~~Loss of control of aircraft due to~~
**INABILITY AND INEXPERIENCE, RUNNING OFF RUN-
WAY AFTER LANDING.**

ACTION TAKEN:

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

LOG BOOK ENDORSED "INEXPERIENCE"

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

**HARSH APPLICATION OF BRAKES CAUSING AIRCRAFT
TO NOSB UP.**

RECORDED BY

DATE

CHECKED BY

DATE