31	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 10 10 10 10 10 10 10 10 10 10 10 10 10 1	
Jo	OT OTHERS AIRFRAME FAILURE ENGINE FAILURE	Hing./
TYPE OF A	CAUSES OF ACCIDENTS IT 2 S.F.T.S. COM. PLACE DATE 1730 Plands, Ontario # 3 Main Aerodrome SE ME DAY NIGHT	
F	No. CRASH SE ME DAY NIGHT	O O WELLER
	Harvard 11 AH189 C1 X X X NAME RANK NO. DUTY INJURIES SERIOUS	O DRY STRE
INE	Nopper, R.E. P/O J13037 P. Nil FATAL INJURY Stovel, R.C. F/L J3100 FI/m Nil	S E O OTHER
YPE OF ENGINE	SERIAL No.	S S S S S S S S S S S S S S S S S S S
/ F	PE A/F NO. EXTENT REPORT SERIAL DATE HOURS FLOWN BY PILOTS OF DAMAGE FORM NO. ON TYPE TOTAL	184 / E4 /
	NGINE OF DAMAGE FORM NO. INST. NIGHT ON TYPE TOTAL LAST 6 MOS.	
GORY	sp 4602/9043 N.L.	
CATEG	NAL NO. & DATE UNIT NO. & DATE COM, NO. & DATE REPORT FILE DATE	
	99 28-11 NATURE OF ACCIDENT	7,2
· [9 b b b b b b b b b b b b b b b b b b b	es oe re s

(j'))))))))))))))))))))))))))))))))))))	• • • • • • • • • • • • • • • • • • •		
DUTY ON WHICH ENGAGED:	COURT OF INQUIRY, INVESTIGATING OFFICER		
) Sequence 19.	OR COMMANDING OFFICER'S REPORT:		
) NATURE OF ACCIDENT AND STAGE OF FLIGHT:	DATE:		
Aircraft nosed up. Pilots right	D-14 DATE: COMPOSITION: D-14 DATE: COMPOSITION:		
) foot jammed between rudder bar			
and pedal; applied left brake to stop swing. A/C nosed up.)		
)	RECOMMENDATIONS:		
)			
) PRIMARY CAUSE: Pilotla might foot immed			
botween rudder podal and rudder)		
) bar on landing.)		
) 1. OTHERS. [7]	ACTION TAKEN: (A) DISCIPLINARY (B) TECHNICAL (C) OTHER Pilot personally admonished. Pilot Officer Nopper advised to equip himself with proper fitting flying boots. Also an order had been issued bringing to the attention of all pilots the		
) Company			
`)			
secondary cause or contributing factors: necessity for proper fitting boots.			
moscasin much too large. Applied brake to cheek swing, A/C nosed up.	RECORDED BY . DATE		
R.C.A.F. FORM L20 REQ. 1247 10M-15-11-41	CHECKED BY DATE		