

TYPE OF A/C		PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE				MISCELLANEOUS							
TYPE OF ENGINE		A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT							
CATEGORY		NAME		RANK		No.		DUTY		INJURIES				SERIOUS							
		Leblanc, J.A.L.		SGT		R124306		SP		Nil				FATAL INJURY							
		MacDonald, D.M.		LAC		R178478		AB		Nil											
		Ravenscroft, I.E.		LAC		R172419		AB		Nil											
		Steinnauer, A.R.		LAC		R132083		AB		Nil				CARD SERIAL No.							
		TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS							
		Anson II		8240		Nil								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.	
		Jacobs L5MB		P.26797 & S.26818		Nil										DUAL SOLO		DUAL SOLO			
		Propellers Seriously																			
		SIGNAL No & DATE		UNIT No & DATE		COM. No & DATE		REPORT		FILE		DATE									
		A 241		22-3-43																	
		NATURE OF ACCIDENT																			

TECH.
DISOB.
NEG NCE
INEXP NCE
MISCEL.
INSTRUCT.
FLT. CONTR.
OTHERS
PRIMARY
FL CONTRS
MOV. SURFS.
STAB SURFS.
W. STRUTS
LAND. GEAR
FLOATS
FUSE OR HULL
TAIL SWD OR W
ENGINE MOUNT
MISCEL.
UNDTD
PRIMARY
FUEL SYS.
COOL SYS.
IGNIT. SYS.
LUB'N SYS.
ENG. STR.
AIRSCREW A.
ENG. CONTRS.
MISCEL.
UNDTD
PRIMARY

MISCELLANEOUS
CAUSES

STAGE OF FLIGHT

HAND Q.
INSTS.
WEATHER
DRKNS.
AL G SURF.
OTHER
UNDTD
PRIMARY
TAXING
LANDING
TAKEOFF
FLIGHT
STAFRY
FATAL
INJ.
3RD
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DUTY ON WHICH ENGAGED:

Routine bombing exercises.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Plane landed and ran into snow on edge of runway, causing it to nose over, damaging both propellers.

DATE: 25 March/43

INVESTIGATING OFFICER

COMPOSITION:

F.L. Weaver, E.G.L. (C3022)

#2 B. & G. S.

LS/AIT/PSS/XGH

RECOMMENDATIONS: (a) Special attention should be given to periodic checking of a/c brakes (b) Pilots, being checked out by Conversion Flight, should be required to make at least 5 landings & take offs with an instructor, prior to their being posted to A.T.S.

PRIMARY CAUSE:

2. Landing
~~38. Ground loop.~~ *2*

~~Two possible causes: Either port brake seized or pilot displayed unusual incapability in failing to hold a/c on runway. A/c involved in previous accident of similar nature but improbable that accident is due to brake trouble.~~

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B. (#864)

Although brake seizure is a possibility, from the evidence it seems improbable. It would therefore seem that the pilot was unable to stop a/c from swinging after landing. (For complete details see Summary)

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~36. Nosing up.~~
~~41. Hitting obstructions.~~ *36*
36. Brake Failure

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____