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|---------------------------------|--------|----------|---------|------------------|-------------|-------------|---------|-----------------|-------------|--------------|-----------|-----------------------|--------|------------------|-----------------|---------------|---------|-------------|---------|------------------|------------|-------------|------------|-----------|-------------|-----------------|---------|-------|---------|----------------|--------|---------|--------|------------|-------|-------|---------|--------|---------|---------|--------|--------|-------|-----|-----|----|----|----|----|----|----|----|----|
| 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 | 32 | 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 | | | | | | | | | | | | | | | | | | | | | | |
| DISOB. | NEG/NC | INEXP/CE | 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. | UNDTD | PRIMARY | FUEL SYS. | COOL. SYS. | IGNIT. SYS. | LUP'N SYS. | ENG. STR. | AIRSCREW A. | ENG. CONTRS. | MISCEL. | UNDTD | PRIMARY | HAND.O. | INSTS. | WEATHER | DRANS. | AL'G SURF. | OTHER | UNDTD | PRIMARY | TAXING | LANDING | TAKEOFF | FLIGHT | STATRY | FATAL | INJ | 300 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
| PILOT | | | | | | | | | | OTHERS | | | | | | | | | | AIRFRAME FAILURE | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | | | | | | | | | | | | | | |
| CAUSES OF ACCIDENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT #1 S.F.T.S. Camp Borden | | | | | | | | | | COM. #1 TC | | | | PLACE M.A. | | | | 21.4.43 | | | | TIME 0045 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE Harvard 11 | | | | | | | | | | No. 2904 | | | | CRASH CAT. C.1/2 | | | | SE X | | ME | | DAY | | NIGHT X | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME Power, J.E. | | | | | | | | | | RANK LAC | | No. R156156 | | DUTY PP | | INJURIES Nil | | | | | | | | | | SERIOUS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | FATAL | | | | | | | | | | INJURY | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | CARD SERIAL No. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | X | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | No. | | EXTENT OF DAMAGE | | REPORT FORM | | SERIAL No. | | DATE | | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Harvard 11 | | #2904 | | Slightly | | | | | | | | INST. NIGHT | | ON TYPE | | TOTAL | | LAST 6 MOS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wasp 4730/9600 | | Slightly | | | | | | | | | | | | DUAL SOLO | | DUAL SOLO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | | | UNIT No. & DATE | | | | COM. No. & DATE | | | | REPORT | | | | FILE | | | | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C.438 23.4.43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

DUTY ON WHICH ENGAGED:
Night circuits and landings.

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:

D-14

NATURE OF ACCIDENT AND STAGE OF FLIGHT:
Pilot came in for landing, applied left brake to stop swing to right and pilot's flying boot caught in between brake pedal and fuselage and before he could release it A/C went up on nose.

DATE:
COMPOSITION:

mt
4/3/59

✓

RECOMMENDATIONS:

PRIMARY CAUSE:
~~36. Nosing up.~~

7. Other

⑦

ACTION TAKEN:
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER
Log book endorsed. 7 days C.B.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~32. Pilot error.~~

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____