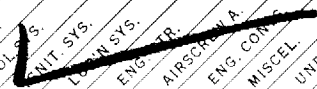


32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																	
CAUSES OF ACCIDENTS																															
UNIT #3 W.S. Winnipeg		CGM. 2		PLACE Stevenson Airport										DATE 27.5.43		TIME 1430															
A/C TYPE Fort II		No. 3566		CRASH CAT. C.3		SE x		ME		DAY x		NIGHT		H.Q. FILE 1100-35-66																	
NAME				RANK		NO.		DUTY		INJURIES				SERIOUS																	
Lourie, J.W.				Sgt		RL34605		P		Nil				FATAL INJURY																	
Gifkins, G.E. (NZ)				LAC		425835		w/o		Nil				FATAL INJURY																	
														CARD SERIAL NO.																	
														4																	
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
Fort II		3566		Slight								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.													
												35 13		3 294 106 398																	
Jacobs		L6MB 15541		Nil																											
SIGNAL No & DATE				UNIT No & DATE				COM. No & DATE				REPORT		FILE		DATE															
A.26 27.5.43																															
NATURE OF ACCIDENT																															



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 UNDTD
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HAND Q.
INSTS.
WEATHER
DRKNS.
ALG SURF.
OTHER
UNDTD
PRIMARY
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
SER.
INJ.
RAT

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 CATEGORY
TYPE OF ENGINE
TYPE OF A/C

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 TECH.
DISOB.
NEG-RICE
INEXP-NCE
MISCEL.
INSTRUCT.
FLT. CONTR.
OTHERS
PRIMARY
FL CONTS.
MOV SURFS.
STAB. SURFS.
W. STRUTS
LAND GEAR
FLOATS
FUSE OR HULL
TAIL SKID OR W.
ENGINE MOUNT.
MISCEL.
UNDTD
PRIMARY
FUEL SYS.
COOL. S.
UNTS. SYS.
LOWN SYS.
ENG. STR.
AIRSCREW A.
ENG. CONTS.
MISCEL.
UNDTD

DUTY ON WHICH ENGAGED:

Wireless exercise.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-14 # 7.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Pilot was taxiing up to line of A/C COMPOSITION:

on tarmac, and stopped before coming into the line, waiting for ground crew to park A/C ahead. Pilot did not observe red painted stand 2 ft. high, holding fire extinguishers, and let A/C ease forward slowly. Tip of prop. was damaged when hitting this wooden stand.

RECOMMENDATIONS:

PRIMARY CAUSE:

~~2. Hitting obstructions.~~

9. COLLISIONS.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY

DATE

CHECKED BY

DATE