

TYPE OF A/C		CAUSES OF ACCIDENTS				MISCELLANEOUS CAUSES														
PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE												
UNIT No.15 E.F.T.S.		COM.		PLACE				DATE 15-5-43		TIME 2010										
Regina, Sask.		# 4		M.A.				H.O. FILE 1100-59-20												
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY NIGHT										
Tiger Moth		5920		C 1		x				x										
NAME			RANK		No.		INJURIES				SERIOUS									
Hipkiss, J.P.			P/O		J24416		FI		Nil		FATAL INJURY									
											CARD SERIAL No.									
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS								
T. Moth		5920		Prop broken								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.		
G/Major		7505/87319		NIL.								43 17		39 75		124 160				
SIGNAL No. & DATE		UNIT No. & DATE				COM. No. & DATE				REPORT		FILE		DATE						
A 44 16-5-43																				
NATURE OF ACCIDENT																				

DUTY ON WHICH ENGAGED:

Test A/C for night flying.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-14 #49

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

While taxiing into line, wheels hit edge of concrete apron causing tail to rise. At the same time, pilot was jarred forward jerking open throttle and moving stick forward. A/C came to rest on nose after hitting propellor on ground.

DATE:

TBG <sup>VPM</sup> / PM / XG 14

COMPOSITION:

RECOMMENDATIONS:

Personnel are again reminded that this type of A/C are not to be flown solo from the front cockpit.

PRIMARY CAUSE:

~~1. Bad surface of aerodrome.~~

10. BAD GROUND

10

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER  
Log book endorsed for "Carelessness".

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~36. Nosing up~~

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_