

CATEGORY	TYPE OF ENGINE	TYPE OF A/C	CAUSES OF ACCIDENTS												STAGE OF FLIGHT					
			PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE				LANDING		FLIGHT		TAKE-OFF	
			UNIT No. 2 B.&G.S. Mossbank, Sask.		COM. # 4		PLACE Tarmac, No. 2 B.&G.S.				DATE 10-3-43		TIME 1230							
A/C TYPE	NAME	RANK	No.	DUTY	No.	CRASH CAT.	SE	ME	DAY	NIGHT	INJURIES		SERIOUS		CARD SERIAL NO.					
											N11		FATAL	INJURY						
TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS						LAST 6 MOS.								
						INST.	NIGHT	ON TYPE		TOTAL										
Lysander III-A	2352		N11																	
Mercury XX	24238	Serious																		
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE										
A 237		11-3-43																		
NATURE OF ACCIDENT																				

Not a flying accident

MISCELLANEOUS CAUSES

- 19 ()
- 18 ()
- 17 ()
- 16 ()
- 15 ()
- 14 ()
- 13 ()
- 12 ()
- 11 ()
- 10 ()
- 9 ()
- 8 ()
- 7 ()
- 6 ()
- 5 ()
- 4 ()
- 3 ()
- 2 ()
- 1 ()

- 19 ()
- 18 ()
- 17 ()
- 16 ()
- 15 ()
- 14 ()
- 13 ()
- 12 ()
- 11 ()
- 10 ()
- 9 ()
- 8 ()
- 7 ()
- 6 ()
- 5 ()
- 4 ()
- 3 ()
- 2 ()
- 1 ()

- 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 ()

- 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 ()

- 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 ()

- 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 ()

- 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 ()

- 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 ()

- 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 ()

- 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 ()

- 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 ()

- 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 ()

- 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 ()

- 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 ()

- 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 ()

- 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 ()

- 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 ()

- 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 ()

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Warming up aircraft.

OR COMMANDING OFFICER'S REPORT:

D-14.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Fitter was running up the A/C when gusty uncertain wind struck tail at time when throttle was full open.

COMPOSITION:

The A/C slowly nosed over, and the propellor struck the tarmac.

RECOMMENDATIONS:

PRIMARY CAUSE:

35. Cross winds and gusts.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

36. Nosing up.

25. Inexperience.

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____