

32	JUL	TECH.	DISOBN.	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 SAID OR W.	ENGINE MOUNT	MISCEL.	UNDTD	PRIMARY	FULL SYS.	COOL SYS.	IGNIT. SYS.	LUBN SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTS.	MISCEL.	UNDTD	PRIMARY	HAND. O.	INSTS.	WEATHER	DRKNS.	AL-G SURF.	OTHER	UNDTD	PRIMARY	TAXING	LANDING	TAKE-OFF	FLIGHT	STATRY	FATAL	INJ.	3RD.	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	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
TYPE OF ACCIDENT		CAUSES OF ACCIDENTS										MISCELLANEOUS CAUSES										STAGE OF FLIGHT																																																																													
PILOT		OTHERS					AIRFRAME FAILURE										ENGINE FAILURE																																																																																		
UNIT		COM.			PLACE			DATE		TIME		Runway of Aerodrome, Patricia Bay.																																																																																							
122 (Composite) Sq. W.A.Com.								2-3-42		1310																																																																																									
A/C TYPE		No.			CRASH CAT.			SE		ME		DAY		NIGHT		Lysander 445 C X X Burke, J.V. Sgt. R85946 SP Uninjured Grice, F.D. Cpl. 4208 Pass "																																																																																			
Lysander		445			C			X		X		X																																																																																							
NAME		RANK		NO.		DUTY		INJURIES				SERIOUS		FATAL		INJURY		CARD SERIAL No.																																																																																	
Burke, J.V.		Sgt.		R85946		SP		Uninjured																																																																																											
Grice, F.D.		Cpl.		4208		Pass		"																																																																																											
TYPE A/F & ENGINE		No.		EXTENT DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																																																							
Lysander 445		29027/2046		Slight Serious								INST		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.		<table border="1"> <tr> <td>19</td><td>11</td><td>1</td><td>5</td><td>66</td><td>95</td> </tr> </table>										19	11	1	5	66	95																																																														
19	11	1	5	66	95																																																																																														
SIGNAL No & DATE		UNIT No. & DATE			COM. No. & DATE			REPORT		FILE		DATE		A913 2-3-42																																																																																					
NATURE OF ACCIDENT																																																																																																			

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Weather check.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

INVESTIGATING OFFICER'S REPORT

DATE: 2-3-42

COMPOSITION:

L. H. T. Mitchell

Cross wind on landing brakes failed to bring aircraft under control causing a/c to nose over on the side of runway.

F/L H.T. Mitchell, DFC. No. 111(F) Sqdn.
Patricie Bay, B.C.

RECOMMENDATIONS Remarks

1. Lysander aircraft are quite susceptible to ground looping in cross-winds.
2. Wind conditions were quite variable and fairly strong at the time of accident.

PRIMARY CAUSE:

Strong 90° cross-wind together with inexperience of pilot on Lysander A/C.

Recommendations: Lysander aircraft should be landed as much into wind as possible as the brakes are

Note:-

The unserviceability of No. 3 Runway necessitated cross wind landing on No. 1 Runway.

ACTION TAKEN: none too reliable.
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

Nil
Conclusions of A.I.B.

Pilot inexperienced on Lysanders unable to control aircraft on landing due to strong cross winds with result that aircraft ran off runway and tipped up on nose.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft ran off runway into soft ground and went up on its nose.~~

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____

2. Strong (2)