

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																	
JUL	TECH.	DISOB.	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 SKID OR W.	ENGINE MOUNT.	MISCEL.	UND'TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND'TD	PRIMARY	HANDO.	INSTS.	WEATHER	DRKNS.	ALG SURF.	OTHER	UND'TD	PRIMARY	TAXIING	LANDING	TAKE-OFF	FLIGHT	FATAL	INJ.	SRO.	S	RAF
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																		
CAUSES OF ACCIDENTS																																																
UNIT <b>53 B.F.T.S. Caron, Sask.</b>		COM. <b>4</b>		PLACE <b>M.A.</b>										DATE <b>23-5-42</b>		TIME <b>0515</b>																																
A/C TYPE <b>Tiger Moth</b>		No.		No. <b>5981</b>										CRASH CAT. <b>N14</b>		SE	ME	DAY		NIGHT																												
NAME		RANK		No.		DUTY		INJURIES										SERIOUS																														
<b>Ankers, Reid, W.R.</b>		<b>LAC</b>		<b>94617</b>		<b>Pupil</b>		<b>Uninjured</b>										FATAL	INJURY																													
		<b>A.C.</b>				<b>Flight Mec.</b>		<b>Slightly Injured</b>										<b>1</b>																														
								<b>NAFA</b>										CARD SERIAL No.																														
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																				
<b>Tiger Moth 5981</b>		<b>N11</b>		<b>N11</b>								INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																												
<b>G. Major 2139</b>												DUAL	SOLO	DUAL	SOLO	DUAL	SOLO																															
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																																						
NATURE OF ACCIDENT																																																

DUTY ON WHICH ENGAGED:

Starting engine prior to being ferried to Vulcan.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft started and was running, then cut out. Pupil pilot instructed L.A.C. Ankers to re-swing the airscrew. On the third pull the engine kicked and the airscrew struck the airman on the arm.

PRIMARY CAUSE:

~~lack of necessary precautions when dealing with Hot Engine, on the part of A.C. Reid.~~

PROP.

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SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Airscrew struck and injured airman.~~

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

R170

DATE:

COMPOSITION:

RECOMMENDATIONS:

Nil

ACTION TAKEN:

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

All airmen authorized to swing propellers warned.

RECORDED BY

DATE

CHECKED BY

DATE