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Statement by G. R. Mitchell concerning accident involving  
Aircraft CF-BUR Piper Cub and CF-SAU Beaver. 60  
Date: April 11, 1950.  
Time: Approximately 13.30  
Position of A/C: Cub parked and Beaver moving.  
Reason for moving Beaver: To make room for another aircraft  
to leave on mercy flight.

Pilot D. Brownridge, Saskatchewan Government Airways left  
Beaver parked in front of dock facing south and went down  
town. Before leaving he asked me to run engine as he expected  
to be away about two hours.

Shortly after this I received a request to ready another  
aircraft for a mercy flight. Having completed this it was  
necessary to move Beaver to make way for same.

I started Beaver which was facing south and to the right  
of Cub which was facing north and approximately ninety  
feet away. When the engine was sufficiently warm I eased  
throttle open till the aircraft just started to move and  
then closed the throttle. The R. P. M. did not drop off  
to an idle due to the throttle sticking partly open. The  
friction lock was checked and off before starting engine.  
I shut the ignition switches off and jumped out the door  
in an attempt to stop the Beaver which was sliding forward  
slowly and turning to the left toward the Cub. The prop  
cylinder of the Beaver pushed through the leading edge  
midway on the left wing of the Cub and bumped the spar  
fracturing the top side. The prop was nearly stopped but  
on the last turn it crushed all the nose ribs for about  
eleven feet along the wing. As the aircraft hit squarely  
the blades did not touch the spar. The Beaver stopped  
about six feet after coming in contact with the wing of  
the Cub.

Inspection of the Beaver showed no damage. The blades  
had a couple of small yellow smears from the fabric of  
the wing and one small nick about pin head in size.

The temperature at the time of this accident was between  
ten and fifteen above and the wind north-east at about  
three to five miles an hour.

Signed,

"G.R. Mitchell"