

1P2		61		60		59		58		57		56		55		54		53		52		51		50		49		48		47		46		45		44		43		42		41		40		39		38		37		36		35		34		33		32		31		7	
ACCIDENT CLASSIFICATION																																																																	
UNIT No. 34 R.F.T.S. Assiniboia, Sask.												COM. # 4				PLACE N.A.										DATE 22-7-43				TIME 0130		COMMAND																																	
A/C TYPE Cornell II												NO. 10621				CRASH CAT. C 1		S.E. X		M.E.		DAY		NIGHT X																																									
PERSONNEL												RANK		NUMBER		DUTY		INJURIES				SIGNAL				MONTH																																							
																						No.		DATE																																									
Rathbone, J.												SGT		1035359		FI		Nil								STAGE OF FLIGHT																																							
Wood, J.C.												LAC		1397647		PP		Nil				D 14 (REVISED)																																											
																						No.		CHECKED		FORCED LANDING																																							
																						7		K																																									
																						No. 43				LANDING																																							
ENGINE Ranger 6-440-C.5												ENGINE NUMBER (S) 27443/6236 Nil				HOURS FLOWN BY PILOTS								TAKE-OFF																																									
																INST.		NIGHT		ON TYPE					TOTAL																																								
																SOLO		DUAL		SOLO		DUAL		FLIGHT																																									
												63		267		278		-		1035		105																																											
												7		3		30		29		31		42		STATRY																																									
ACCIDENT CLASSIFICATION																																																																	
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	RAF	M	N	S	INJ.	3RD	INJ.	FATAL	FLIGHT	TAKE-OFF	LANDING	TAXIING	FORCED LANDING	1	2	4	7	1	2	4	7	1	2	4	7											

PURPOSE OF FLIGHT:

Training.

TECHNICAL OFFICER'S REPORT:

No technical failure involved.

LO/P-10

NATURE OF ACCIDENT:

There was no moon, but visibility was considered fair having due regard for time of accident. A/C overshot the runway. Student jammed on brakes, causing A/C to nose over.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~29. Overshooting runway.~~

1. *Overshot*

①

SECONDARY OR CONTRIBUTORY FACTORS:

~~4. Harsh use of brakes.~~

~~36. Nosing up.~~

ACTION TAKEN:

NIL