

TECH. DISOB. NEG NCE INEXP NCE MISCEL. INSTRCT. FLT. CONTR. OTHERS PRIMARY FL. CONTR. MOV. SURFS. STAB. SURFS. W. STRUTS LAND. GEAR FLOATS FUSE. OR HULL TAIL SKID OR W. ENGINE MOUNT. MISCEL. UNDTD PRIMARY FUEL SYS. COOL SYS. IGNIT. SYS. LUB IN SYS. ENG. STR. AIRSCREW A. ENG. CONTRS. MISCEL. UNDTD PRIMARY

CAUSES OF ACCIDENTS

PILOT	OTHERS	AIRFRAME FAILURE		ENGINE FAILURE	
UNIT	COM.	PLACE	DATE	TIME	
34 S.F.T.S.			27-12-47	2220	
Medicine Hat, Alta	# 4	Main Aerodrome	H.Q. FILE	1100-27-28	
A/C TYPE	No.	CRASH CAT.	SE	ME	DAY NIGHT
Harvard II	2569	C 1	X		
Harvard II	2728 D	B	X		X

NAME	RANK	NO.	DUTY	INJURIES		SERIOUS	
				FATAL	INJURY	FATAL	INJURY
Storer, T.L.	P/O	122749	FI	Nil	2569		
Enticott, J.G.	P/O	129448	FI	Nil	2728		
Burgwal, R.F.	P/O	133893	PP	Nil	2569		
Mead, G.J.	LAC	1393634	PP	Nil	2728		

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS						
						INST.	NIGHT	ON TYPE		TOTAL	LAST 6 MOS.	
Harvard II	2569	Slight						DUAL	SOLO	DUAL	SOLO	
Wasp 4311/8452	Nil.											
Harvard II	2728	Serious										
Wasp 218733/11452	Nil.											

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
A 757	29-12				

NATURE OF ACCIDENT

MISCELLANEOUS CAUSES: HANDO., INSTRS., WEATHER, DRKNS., AL'G SURF., OTHER, UNDTD, PRIMARY, TRAYING, LANDING, TAKE-OFF, FLIGHT, STAYTRY, FATAL, INJURY, INJ. SRD., RAK

CATEGORY: 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

DUTY ON WHICH ENGAGED:

Night flying.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

MULT

D-14

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

Collision on landing. Instructor and pupil returning from dual night cross country landed on flarepath which was obstructed by another A/C and collided with it.

LCA/PSW/I/XLP ✓

LCA/XA

RECOMMENDATIONS:

PRIMARY CAUSE:

~~Carelessness on part of pilot in A/C that landed, in failing to~~

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- (a) observe obstruction on flarepath
- (b) observe that contact lights were on to provide emergency landing path.

ACTION TAKEN:

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

Pilot of landing aircraft reproved and log book endorsed.

- (c) observe red light from A.C.P. to indicate that landing was being made on wrong runway.

In future the contact lights will be switched on and off slowly to indicate the emergency path when the flare path is obstructed and WHITE "L" will be the order to land by it.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C landed and struck stationary A/C parked on flarepath.~~

RECORDED BY

DATE

CHECKED BY

DATE