

ACCIDENT CLASSIFICATION

UNIT <b>34 S.F.T.S. Medicine Hat</b>	COM <b>4</b>	PLACE <b>M.A.</b>	DATE <b>24-11-43</b>	TIME <b>0130</b>
A/C TYPE <b>HARVARD II</b>		NO. <b>3030</b>	CLASS. CAT. <b>"D"2</b>	NO. FILE <b>1100-30-30</b>
PERSONNEL <b>Phillips, C.B.</b>		RANK <b>LAC</b>	NUMBER <b>1673118</b>	DUTY <b>PP</b>
INJURIES <b>Uninj.</b>		SIGNAL NO. DATE <b>A.983 24-11</b>		<input type="checkbox"/> BY PREVIOUS <input type="checkbox"/> NO. <b>11</b> CHECKED <input checked="" type="checkbox"/>
ENGINE <b>WASP S3H.1.</b>		ENGINE NUMBER(S) <b>4438/8579</b>	HOURS FLOWN BY PILOTS	
INST		NIGHT	ON TYPE	TOTAL
<b>30</b>		<b>11</b>	SOLD <b>24</b> DUAL <b>36</b>	SOLD <b>54</b> DUAL <b>66</b>

ACCIDENT CLASSIFICATION

TYPE OF A/C  
TYPE OF UNIT  
CATEGORY

COMMAND  
MONTH  
STAGE OF FLIGHT

ESCAPE LANGUAGE  
TALKING  
LAYING  
TALKING  
FLIGHT  
STATBY  
FATEL  
INJURY

RAF

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

N/F Circuits & Landings.

Nil

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

Pupil overhot on landing at night. While taxiing back to the taxiing path, he hit the timekeeper's hut. This hut was marked with obstruction lights at the front but not at the back which was the direction from which the pilot approached. The night was very dark.

FINDINGS:

SUMMARY No.

100/100 ✓

CLASSIFICATION:

~~29 Overshooting runway.~~ /

1. Overshot

SECONDARY OR CONTRIBUTORY FACTORS:

~~2 Hitting obstructions~~

ACTION TAKEN:

Nil