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ACCIDENT CLASSIFICATION																																																													
UNIT <b>34 S.F.T.S. Medicine Hat</b>		COM. <b>4</b>	PLACE <b>M.A.</b>		DATE <b>3-12-43</b>	TIME <b>0100-21</b>																																																							
A/C TYPE <b>HARVARD II</b>		NO. <b>2741</b>		CRASH CAT. <b>"A"</b>	S.E. <b>x</b>	M.E.	DAY	NIGHT <b>x</b>	COMMAND																																																				
PERSONNEL			RANK	NUMBER	DUTY	INJURIES		SIGNAL		MONTH																																																			
<b>Sluyter, J.L.</b>			<b>P/O</b>	<b>138417</b>	<b>PP</b>	<b>Killed</b>		NO. <b>A.616</b>	DATE <b>3-12</b>	FORCED LANDING																																																			
								D 14 (REVISED)		STAGE OF FLIGHT																																																			
								NO. <b>4</b>	CHECKED <input checked="" type="checkbox"/>	LANDING																																																			
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ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				TOTAL				TAKE-OFF																																																	
<b>Wasp S3HI</b>		<b>213569/10574 Total</b>		INST.	NIGHT	ON TYPE		TOTAL		FLIGHT																																																			
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PURPOSE OF FLIGHT:

Night flying circuits and landings.

TECHNICAL OFFICER'S REPORT:

*00C/R/102/ACDM/EN*

NATURE OF ACCIDENT:

Pilot took overshoot action on making bad landing. Shortly after he became airborne again, the a/c crashed and caught fire. Pilot was killed.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2183

CAUSE: Loss of control following stalling of a/c while carrying out overshoot procedure.

RECOMMENDATIONS: Nil.

CONCLUSIONS OF A.I.E.: Agree with findings.

As the Medical Officer estimates that death occurred within two minutes of crash there was no hope of saving the life of the deceased.

CLASSIFICATION:

~~29. Overshooting runway.~~

*19. Out of Control 19*

SECONDARY OR CONTRIBUTORY FACTORS:

~~40. Heavy landing - flying into ground.~~

ACTION TAKEN:

~~12. Loss of control.~~