

ACCIDENT CLASSIFICATION

|   |               |                       |   |
|---|---------------|-----------------------|---|
| UNIT <b>32 S.F.T.S.</b><br><b>Moose Jaw</b> | COM. <b>4</b> | PLACE <b>M.A.</b>     | DATE <b>12-5-44</b> TIME <b>0025</b>                    |
| A/C TYPE <b>OXFORD II</b>                   |               | NO. <b>BM759</b>      | H.O. FILE <b>1300-BM759</b>                             |
|   |               | CRASH CAT. <b>"B"</b> | S.E. <b>X</b> M.E. <b>X</b> DAY <b>X</b> NIGHT <b>X</b> |

| PERSONNEL         | RANK       | NUMBER         | DUTY      | INJURIES      | SIGNAL          |   |
|-------------------|------------|----------------|-----------|---------------|-----------------|---|
| <b>LANG, J.</b>   | <b>SGT</b> | <b>159774</b>  | <b>FI</b> | <b>Uninj.</b> | NO. <b>A487</b> | DATE <b>12-5</b>                            |
| <b>BUTNER, C.</b> | <b>LAC</b> | <b>1814961</b> | <b>PP</b> | <b>Uninj.</b> | D 14 (REVISED)  |   |
|                   |            |                |           |               | NO. <b>1</b>    | CHECKED <input checked="" type="checkbox"/> |
|                   |            |                |           |               | <b>#5</b>       |   |

| ENGINE           | ENGINE NUMBER (S)                                    | HOURS FLOWN BY PILOTS |           |            |           |            |            |
|------------------|--|-----------------------|-----------|------------|-----------|------------|------------|
|                  |  | INST.                 | NIGHT     | ON TYPE    |           | TOTAL      |            |
|                  |  |                       |           | SOLO       | DUAL      | SOLO       | DUAL       |
| <b>Cheetah X</b> | <b>RC1381/158502 Nil</b><br><b>RC2895/234583 Nil</b> | <b>58</b>             | <b>70</b> | <b>609</b> | <b>1</b>  | <b>769</b> | <b>86</b>  |
|                  |  | <b>11</b>             | <b>1</b>  | <b>20</b>  | <b>60</b> | <b>60</b>  | <b>100</b> |

TYPE OF A/C: 1-2, 3-6, 7-10, 11-14, 15-18, 19-22, 23-26, 27-30, 31-34, 35-38, 39-42, 43-46, 47-50, 51-54, 55-58, 59-62

TYPE OF UNIT: 1-2, 3-6, 7-10, 11-14, 15-18, 19-22, 23-26, 27-30, 31-34, 35-38, 39-42, 43-46, 47-50, 51-54, 55-58, 59-62

CATEGORY: 1-2, 3-6, 7-10, 11-14, 15-18, 19-22, 23-26, 27-30, 31-34, 35-38, 39-42, 43-46, 47-50, 51-54, 55-58, 59-62

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COMMAND: 1-2, 3-6, 7-10, 11-14, 15-18, 19-22, 23-26, 27-30, 31-34, 35-38, 39-42, 43-46, 47-50, 51-54, 55-58, 59-62

MONTH: 1-2, 3-6, 7-10, 11-14, 15-18, 19-22, 23-26, 27-30, 31-34, 35-38, 39-42, 43-46, 47-50, 51-54, 55-58, 59-62

STAGE OF FLIGHT: 1-2, 3-6, 7-10, 11-14, 15-18, 19-22, 23-26, 27-30, 31-34, 35-38, 39-42, 43-46, 47-50, 51-54, 55-58, 59-62

INJURY: 1-2, 3-6, 7-10, 11-14, 15-18, 19-22, 23-26, 27-30, 31-34, 35-38, 39-42, 43-46, 47-50, 51-54, 55-58, 59-62

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ACCIDENT CLASSIFICATION

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PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Routine night flying training flight.

NIL LO/PSO/1/WWL/XCH

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

At time of the accident the wind was veering and this a/c landed downwind. A/C overshoot runway, pilot commenced turning to left to avoid running into boundary fence but ran into drainage ditch situated near the boundary.

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~29. Overshooting runway.~~

*↳ overshoot*

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

~~32. Pilot error.~~

NIL