

ACCIDENT CLASSIFICATION

UNIT 1 I.F.S.,	COM. 1.	PLACE M.A.,	DATE 14-2-45 TIME 1155
A/C TYPE OXFORD V		NO. EB 504	CRASH CAT. "D"
H.Q. FILE 1300-EB504		S.E.	M.E. X
		DAY X	NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
JAMES, A.M.,	F/L	J21313	1 P.	(Stud.) Uninj.	NO.	DATE
ALEXANDER, J.D.,	F/L	J10646	2 P.	Uninj.	LG.	15-2
					D 14 (REVISED)	
					NO.	CHECKED
					2	
					3	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Wasp Jr.	P.18857/5153 Slightly	33	293	10	4	346	1910
	S.18845/5141 Nil	89	249	14	5	262	2040

ACCIDENT CLASSIFICATION

COMMAND MONTH STAGE OF FLIGHT

- 1 2 3 4 5 6 7
- FORCED LANDING
- TAXIING
- LANDING
- TAKE-OFF
- FLIGHT
- STATUTORY
- FATAL
- INJ.
- INJURY
- 3RD
- 5

TYPE OF A/C

TYPE OF UNIT

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

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

PURPOSE OF FLIGHT:

Carrying out Radio Range Orientations and let-downs.

NATURE OF ACCIDENT:

Pilot touched down approx. $\frac{1}{3}$ to $\frac{1}{2}$ way down the runway/about $\frac{3}{4}$ of the way down the runway, Pilot started applying brake with little apparent effect. During last 100', full brake was applied but a/c could not be stopped in time and hit snow bank at end of runway nosing up and damaging one propeller.

CLASSIFICATION:

1. Overshot.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

N11

LO/ANT/PSO/KCH

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

ACTION TAKEN:

Log book endorsed "Error in judgment."