

ACCIDENT CLASSIFICATION

UNIT <b>23 EFTS</b>	COM.	PLACE	DATE		TIME				
	<b>2</b>	<b>End of runway No.23 E.F.T.S.,</b>	<b>22-3-45</b>		<b>1230</b>				
A/C TYPE		No.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT		
<b>CORNELL II</b>		<b>15350</b>	<b>"D"</b>	<b>X</b>		<b>X</b>			
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
<b>SMITH, J.A.G.,</b>		<b>LAC</b>	<b>1810088</b>	<b>P.P.</b>	<b>Uninj.</b>		No. <b>A.13</b> DATE <b>23-3</b>		
							D 14 (REVISED)		
							No. <b>3</b> CHECKED		
							<b>5</b>		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
<b>Ranger</b>		<b>7241/3773 Nil</b>		INST.	NIGHT	ON TYPE		TOTAL	
<b>6-440C-5</b>						DUAL	SOLO	DUAL	SOLO
				<b>1</b>	<b>--</b>	<b>24.</b>	<b>15</b>	<b>32</b>	<b>15.</b>

COMMAND  
MONTH  
STAGE OF FLIGHT

FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJ.  
3RD  
INJURY

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

) Solo routine flight.

TECHNICAL OFFICER'S REPORT:

Nil

LO/ANT/PSO/XGS

NATURE OF ACCIDENT:

) Overshooting runway nosed up on soft  
) ground, damaging propellor and tail  
) wheel.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

1. Overshot.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Nil