

ACCIDENT CLASSIFICATION

UNIT <b>36 S.F.T.S.</b>	COM. <b>4</b>	PLACE <b>Edmonton airport</b>	DATE <b>16-9-43</b>	TIME <b>1030</b>				
	A/C TYPE <b>OXFORD II</b>		NO. <b>AR836</b>	H.Q. FILE <b>1300-AR836</b>				
PERSONNEL		RANK	NUMBER	DUTY	INJURIES	SIGNAL		
<b>Herbert, R.E.</b>		<b>LAC</b>	<b>1800459</b>	<b>PP</b>	<b>Uninj.</b>	NO. <b>T.185</b>	DATE <b>16-9</b>	
<b>Sherman, R.A.M.</b>		<b>LAC</b>	<b>1324153</b>	<b>PP</b>	<b>Uninj.</b>	D 14 (REVISED)		
						NO. <b>2</b>	CHECKED <input checked="" type="checkbox"/>	
						<b>#13</b>		
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
<b>Cheetah X</b>	<b>AS22345/1667</b>		INST.	NIGHT	ON TYPE		TOTAL	
	<b>AS40050/A177969</b>				SOLO	DUAL	SOLO	DUAL
			<b>28</b>	<b>29</b>	<b>45</b>	<b>58</b>	<b>90</b>	<b>112</b>
			<b>18</b>	<b>17</b>	<b>56</b>	<b>68</b>	<b>92</b>	<b>114</b>

COMMAND  
MONTH  
STAGE OF FLIGHT

FORCED LANDING  
TAXYING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJURY  
3rd  
5

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Cross country flight.

NATURE OF ACCIDENT:

During course of cross country flight port engine commenced to run very roughly. Decided to carry out single engine landing. Landing was successful but while taxiing away from the runway the a/c swung toward a fence and as there was insufficient brake pressure to stop it, collided with the fence.

TECHNICAL OFFICER'S REPORT:

The brake pipe line between the compressor and the oil seal had sheared, rendering the brake ineffective

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

*TCO/VBF*

CLASSIFICATION:

~~2. Hitting obstruction~~ 9  
*9. Collisions*

SECONDARY OR CONTRIBUTORY FACTORS:

~~32. Pilot error.~~

ACTION TAKEN:

Nil