

61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31

ACCIDENT CLASSIFICATION

UNIT <b>4 S.F.T.S. Saskatoon</b>	COM. <b>2</b>	PLACE <b>Rl Vanscoy</b>	DATE <b>28-10-43</b>	TIME <b>1140</b>
A/C TYPE <b>ANSON II CRANE I</b>	No. <b>8482 D 7835</b>	CRASH CAT. <b>CM7 D-1</b>	H.Q. FILE <b>1100-84-82</b>	S.E. M.E. DAY NIGHT <b>x x</b>

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL
Lloyd, W.R.	F/O	J22958	P	Uninj.	No. DATE
Meyer, J.	SGT	R126595		Uninj.	D132 29-10
Holder, G.A.	GB F/L	81688		Uninj.	D 14 (REVISED)
Paxton, L.L.	LAC	R205135		Uninj.	No. CHECKED
					2 <input checked="" type="checkbox"/>
					No.56

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
Jacobs L6MB	P.25324	56	66	295	2	1169	89
	S.25942						
Jacobs L4MB	P.22524						
	S.21370						

ACCIDENT CLASSIFICATION

COMMAND  
MONTH  
STAGE OF FLIGHT  
FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJ. 3RD  
INJURY

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 RAF M X

PURPOSE OF FLIGHT:

Navigation exercise.

TECHNICAL OFFICER'S REPORT:

Considerable brake fluid around port resevoir filler cap. Port resevoir was down one inch from being full. It is considered that fluid in port master brake cylinder had leaked through non return valve into resevoir during taxiing making brake inoperative.

NATURE OF ACCIDENT:

Pilot taxied slowly up to tarmac line under guidance of N.C.O. on wing tip and on taking action in stopping A/C the brakes would not hold. Being headed downwind the momentum of A/C carried it into one parked on tarmac line.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

*11/22  
10/2/68  
9/2/68*

SUMMARY No.

CLASSIFICATION:

7. Brake failure.

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SECONDARY OR CONTRIBUTORY FACTORS:

3. Hitting other aircraft.

ACTION TAKEN:

NIL

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