ACCIDENT CLASSIFICATION

UNIT	COM.	PLACE	DATE	TIME
36 S.F.T.S. Penhold	4	M.A.	25-11-43	1625

H.Q. FILE 1300-A5626

A/C TYPE	No.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT
OXFORD II	A5626	"C" 9		x	x	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
Barker H.E.	LAC	1583181	P	Uninj.

SIGNAL	
NO.	DATE
T249	25-11
D 14 (REVISED)	
NO.	CHECKED
#2	✓
#22	

ENGINE	ENGINE NUMBER (S)
Cheetah X	RC448/A159569 NIL AS40973/A178892 NIL

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE SOLO	ON TYPE DUAL	TOTAL SOLO	TOTAL DUAL
13	8	24	26	64	81

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAXYING

LANDING

TAKE-OFF

FLIGHT

STAT'RY

INJURY: FATAL, INJ., 3RD, 5

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Solo Cross Country Exercise.

NATURE OF ACCIDENT:

Returning from cross country flight, Pilot noticed brake pressure low. Accordingly judged approach to a/c touched down by A.C.P. tender. After a/c touched down it commenced a swing to right. Pilot corrected by means of st'd. engine. Recovering, a/c commenced another swing in same direction was again checked by use of stbd. engine There was no wind therefore repeated use of engine caused fairly high speedto be maintained. Speed decreased after a/c had travelled approximately two thirds of way down runway to such an extent that Pilot was of opinion that if he switched off engines a/c would come safely to standstill. But a/c swung to left, run into time keeper's hut off the runway.

CLASSIFICATION:

3~~3. Technical defe~~ct.

7. Other 7

SECONDARY OR CONTRIBUTORY FACTORS:

2~~. Hitting obstructions.~~

26 Brake Failure 6

TECHNICAL OFFICER'S REPORT:

Fracture ofbrake pipe line between compressor and oil seal rendered brakes inoperative

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

LCO/LBF

ACTION TAKEN:

NIL.

R.C.A.F. L 20 (REVISED)
7M-4-43 (3202) K.P. 5051
H.Q. 885-L 20

C. C. LTD. 7084-43