

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	11 S.F.T.S. Yorkton	COM.	2	PLACE	M.A.	DATE	10-2-44	TIME	1015		
A/C TYPE	CRANE I CRANE I	NO.	8677 8004	CRASH CAT.	"D"2 D3	H.Q. FILE	1100-86-77	S.E.	M.E.	DAY	NIGHT
PERSONNEL	RANK	NUMBER	DUTY	INJURIES		SIGNAL					
LINDABURY, J.E.	P/O	J23812	P	Uninj.		NO.	DATE				
FRECHETTE, A.T.	P/O	J35682	1stP	Uninj.		A.6	10-2				
BUNTING, W.R.	LAC	R255285		Uninj.		D 14 (REVISED)					
						NO.	CHECKED				
						3	<input checked="" type="checkbox"/>				
						#5	OR CR	U 2 T 2 I 1			

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
	22366/8417						
	22185/8008	serious					
	22633/8453	Nil	70	103	541	37	839 197
	22565/8138	serious	49	73	125	11	290 201

ACCIDENT CLASSIFICATION

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

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

4 ()
2 ()
1 ()
7 ()
4 ()
2 ()
1 ()
1 ()
FORCED LANDING ()
TAXIING ()
LANDING ()
TAKE-OFF ()
FLIGHT ()
STATUTORY ()
FATAL ()
INJ ()
INJURY 3rd ()
INJURY 5th ()
INJURY 4th ()

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

MULTI-TEMP/ICE

Mutual instrument practice No. 2 T.C. On examination of brakes on 8004, it was found
T.I. 6-36 that ~~right~~ brake did not operate. However after
a/c stood in heated hangar for 15 mins, found O.K.

NATURE OF ACCIDENT:

Pilot was taxiing a/c 8004 east along tarmac, right brake became inoperative and a/c started to weather cock to left into the wind.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Pilot opened up port engine in attempt to hold a/c on a straight course. A/C continued to swing, the port throttle was opened almost fully, but engine did not take. A collision was imminent, and pilot applied parking brake and closed port thorttle. A/C swung to left.

CLASSIFICATION:

~~7. Brake failure.~~

9

9. Collision

SECONDARY OR CONTRIBUTORY FACTORS:

~~3. Hitting other a/c.~~

ACTION TAKEN:

36. Brake Failure

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