

62 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 9 SFTS Centralia | COM. 1 | PLACE Main Aerodrome | DATE 30/5/44 | TIME 1615 | | | |
| A/C TYPE ANSON II ANSON II | | | No. 7454 7313 | CRASH CAT. "D"7 | | | |
| PERSONNEL | | RANK | NUMBER | DUTY | INJURIES | SIGNAL | |
| Pring, C.R. | | P/O | J30243 | FI | Uninjured | No. A302 | DATE 31/5 |
| Lloyd, W.L. | | LAC | GB158767L | PP | Uninjured | D 14 (REVISED) | |
| | | | | | | No. | CHECKED |
| | | | | | | 3 | |
| | | | | | | #65 | |

| ENGINE | | ENGINE NUMBER (S) | | HOURS FLOWN BY PILOTS | | | | | |
|--------------------|-----------------------|-------------------|--|-----------------------|-----------|------------|-----------|------------|------------|
| | | | | INST. | NIGHT | ON TYPE | | TOTAL | |
| | | | | | | SOLO | DUAL | SOLO | DUAL |
| Jacobs I6MB | P. 16949/3128 | | | | | | | | |
| | S. 19873/25985 | | | | | | | | |
| Jacobs I6MB | P. 25624/10378 | | | 49 | 43 | 300 | 5 | 407 | 141 |
| | S. 25516/10370 | | | 12 | 0 | 8 | 22 | 72 | 105 |

| | | | | | | | | | |
|-------------|----------------|-------------------|--|-----------------------|-------|---------|------|-------|------|
| ENGINE | | ENGINE NUMBER (S) | | HOURS FLOWN BY PILOTS | | | | | |
| | | | | INST. | NIGHT | ON TYPE | | TOTAL | |
| | | | | | | SOLO | DUAL | SOLO | DUAL |
| Jacobs I6MB | P. 16949/3128 | | | | | | | | |
| | S. 19873/25985 | | | | | | | | |
| Jacobs I6MB | P. 25624/10378 | | | 49 | 43 | 300 | 5 | 407 | 141 |
| | S. 25516/10370 | | | 12 | 0 | 8 | 22 | 72 | 105 |

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 RAF W 2

COMMAND
7
4
2
1
7
4
2
1
MONTH
FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STAIRY
FATAL
INJ
3RD
INJURY
5
4

TYPE OF A/C
TYPE OF UNIT
CATEGORY
D C B A

PURPOSE OF FLIGHT:

Navigation exercise

TECHNICAL OFFICER'S REPORT:

Stbd master cyl. became very spongy due to airenter-
ing the system. Cup on master piston was badly worn
where it passes the port connecting the reservoir to
cylinder. Air entering system, causing brake failure

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

- (a) Brake failure
- (b) Wind on keel surface assisting swing.
- (c) Overcrowded parking area requires continual use of brakes and taxiing close to parked aircraft. Hydraulic braking system subject to sudden failure. Some modifications should be incorporated to improve brakes, especially on the co-pilot's side.

SUMMARY No.

TCA JBF

MA/KA

NATURE OF ACCIDENT:

Pilot taxiing Anson 7454 into line was unable to control swing of a/c due to sudden brake failure. Leading edge of wing of Anson 7454 strick wing tip of Anson 7313 damaging both a/c

CLASSIFICATION:

~~I. Brake failure~~

II. *Others*

SECONDARY OR CONTRIBUTORY FACTORS:

36 *Brake failure*

ACTION TAKEN:

None