

ACCIDENT CLASSIFICATION

UNIT 32 S.F.T.S. Moose Jaw	COM. 4	PLACE M.A.	DATE 18-7-44	TIME 1720
A/C TYPE OXFORD II			H.O. FILE 1300-X6665	

No. X6665	CRASH CAT. "D"	S.E.	M.E. X	DAY X	NIGHT
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PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
DRAKES, C.	LAC	1625448	PP	Uninj.	No. A751	DATE 18-7

					D 14 (REVISED)	
					No. 6	CHECKED <input checked="" type="checkbox"/>

					#10	
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ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
Cheetah X	AS18713/A134207 Ni	INST.	NIGHT	ON TYPE		TOTAL	
	AS18729/A134223 Ni			DUAL	SOLO	DUAL	SOLO

		18	10	42	62	72	95
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ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

- FORCED LANDING
- TAXIING
- LANDING
- TAKE-OFF
- FLIGHT
- STARTY
- FATAL
- INJ.
- 3RD
- 5
- 8
- 10

Left and right side scales with numbers 1-31 and 1-10, and various symbols (C, M, D, A, B, C, D).

PURPOSE OF FLIGHT:

Routine training flight.

TECHNICAL OFFICER'S REPORT:

LOC/UBF

Relay valve- found that slight surface corrosion had caused excessive friction between the link arm, sliding block and glide plate. Jamming of port brake.

NATURE OF ACCIDENT:

Pupil returning from formation flying noticed 50 lbs pressure in port wheel, was unable to release it and although he tried could not break pipe line and decided on belly landing which he executed satisfactorily on the grass.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

LB/UBF

CLASSIFICATION:

7. Others.

SECONDARY OR CONTRIBUTORY FACTORS:

36. Brake failure.

ACTION TAKEN:

NIL