

ACCIDENT CLASSIFICATION

UNIT # 1 N.A.G.S. Yarmouth, N.S.	COM. EAC	PLACE St. John, N.B.	DATE 7-8-44	TIME 1550
A/C TYPE SWORDFISH IV	No. HS 398	CRASH CAT. 'D'	H.Q. FILE 1300-398	
		S.E. X	M.E.	DAY X
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Kitchen, D.C.	F/O	J29124	P	Nil	No.	DATE
Irwin,	Cpl	614124	Pass	Nil	A 1	7-8
					D 14 (REVISED)	
					No.	CHECKED
					5	
					# 1	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS						
		INSTR.	NIGHT	ON TYPE		TOTAL		
				DUAL	SOLO	DUAL	SOLO	
Pegasus XXX	338957/P36647	Slightly	-	-	-	345	124	473

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
INJURY

RAF

PURPOSE OF FLIGHT:

Delivery of spares for servicing Anson 21142.

NATURE OF ACCIDENT:

Pilot made a glide approach to the runway at 70 knots, and a normal landing, but rather "shortly". After running some distance pilot tried brakes, but they did not hold. He kept trying his brakes without effect and a/c ran off end of runway. Hit a ditch and nosed up, falling back again. Brake air pressure was 95 lbs before approach and over 90 after the accident, so it appeared that little pressure was reaching the brakes.

CLASSIFICATION:

1. Overshot.

SECONDARY OR CONTRIBUTORY FACTORS:

36. Brake failure.

TECHNICAL OFFICER'S REPORT:

Probably failure of the brake operating valve.

LO/PSO/UBF

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

ACTION TAKEN:

Nil.