

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	19				
JU	TECH.	DISOB.	INEXP NCE	MISCEL.	INSTRUCT.	FLT CONTR.	OTHERS	PRIMARY	FL. CONTR.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND. GEAR	FLOATS	FUSE OR HULL	TAIL SKID OR W.	ENGINE MOUNT	MISCEL.	UND TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND TD	PRIMARY	18					
4	3	2	1	CAUSES OF ACCIDENTS																ENGINE FAILURE										17						
5	4	3	2	PILOT				OTHERS				AIRFRAME FAILURE												ENGINE FAILURE										16		
6	5	4	3	UNIT				COM.				PLACE				DATE		TIME		CAUSES OF ACCIDENTS										15						
7	6	5	4	30 S.F.T.S. Penhold, Alta.				#4				Innisfail Relief Field.				8-6-42		0900		MISCELLANEOUS										14						
8	7	6	5	A/C TYPE				No.				CRASH CAT.				SE		ME		DAY		NIGHT		CAUSES										13		
9	8	7	6	Oxford				At 448										x		x		MISCELLANEOUS										12				
10	9	8	7	NAME				RANK		No.		DUTY		INJURIES				SERIOUS		CAUSES										11						
11	10	9	8	Jarrett, N.B.				LAC		1431568		P.P.		NIL				FATAL INJURY		MISCELLANEOUS										10						
12	11	10	9															CARD SERIAL No.		CAUSES										9						
13	12	11	10	TYPE A/F & ENGINE				No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS										8								
14	13	12	11	Oxford		At 448		Slight								INST. NIGHT ON TYPE TOTAL LAST 6 MOS.										7										
15	14	13	12	Cheetah		A171846										20 12 27 51 79 ?										6										
16	15	14	13	X		A159754																				5										
17	16	15	14	SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT		FILE		DATE		FLIGHT										4				
18	17	16	15	T.93																		FLIGHT										3				
19	18	17	16	NATURE OF ACCIDENT																																2
32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	19				
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	19				
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	19				

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Taxing towards tarmac.

OR COMMANDING OFFICER'S REPORT:

R.170

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

When pilot almost reached tarmac he applied brakes, swung on to the grass by opening one engine and endeavoured to turn round ~~as~~ to avoid collision with hangar. Ground crew misunderstood and did not assist. A/C rolled into the ditch and damaged

PRIMARY CAUSE: Stbd.wing and airscrews.

COMPOSITION:

*T. J. ...*

RECOMMENDATIONS:

~~Brake failure due to perforation of both brake expansion capsules by contact with the steel friction discs and consequently the collapse of brake pressure.~~

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

11. OTHERS.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C went into a ditch, damaged Stbd wing and airscrew.~~

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

36. BRAKE FAILURE

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_