

ACCIDENT CLASSIFICATION

UNIT 32 S.F.T.S. Moose Jaw		COM. 4	PLACE M.A. at Buttress		DATE 16-10-43	TIME 1115	
A/C TYPE OXFORD II		No. X6959	CRASH CAT. "C"7		H.Q. FILE 1300-X6959		
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL
Merizay, G.F.		LAC	1814815	PP	Uninj.		No. A.618 DATE 16-10
							D 14 (REVISED)
							No. 3 CHECKED <input checked="" type="checkbox"/>
							#13
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS			
Cheetah	RC1619/A158740 Nil		INST.	NIGHT	ON TYPE		TOTAL
	RC505/A159626 Nil				SOLO	DUAL	SOLO
			17	7	14	32	50 68

COMMAND

MONTH

STAGE OF FLIGHT

- FORCED LANDING
- TAXIING
- LANDING
- TAKE OFF
- FLIGHT
- STATRY
- FATAL
- INJURY
- 3RD
- 5

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

Grid of 30 numbered columns (1-30) and 30 numbered rows (1-30) for classification marking.

PURPOSE OF FLIGHT:

Routine solo training landing practice. Brakes were operated several times of period 4 hrs. and exhausted from 100 to 5 lbs. indicating small leak in system.

TECHNICAL OFFICER'S REPORT:

NATURE OF ACCIDENT:

Pilot was making a flapless landing with a 15-20 mph wind. Landing was such that pilot had to rely on brakes to stop on runway. Brake pressure was NIL when the brakes were applied although pilot had checked the brake pressure as sufficient before landing. A/C ran off runway and stbd oleo leg collapsed when wheel ran into a hole 18" deep.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

1/1/60

CLASSIFICATION:

~~29. Overshooting runway.~~

OVERSHOT

1

SECONDARY OR CONTRIBUTORY FACTORS:

~~46. Brake failure.~~

~~44. Bad surface.~~

BRAKE FAILURE

36

ACTION TAKEN:

Nil