

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 32 S.F.T.S. Moose Jaw | COM. 4 | PLACE M.A. | DATE 12-4-44 | TIME 1255 |
| A/C TYPE OXFORD II OXFORD II | | NO. AS545 AS730 | CRASH CAT. "D" "D" | H.Q. FILE 1300-AS545 |
| | | S.E. | M.E. | DAY |
| | | | X | X |
| | | | | NIGHT |

COMMAND

| PERSONNEL | RANK | NUMBER | DUTY | INJURIES | SIGNAL | |
|----------------|------|---------|------|----------|----------------|---|
| HOWARD, M.S. | F/O | 153002 | P | Uninj. | NO. A383 | DATE 13-4 |
| TITCHELL, D.O. | LAC | 1486969 | PASS | Uninj. | D 14 (REVISED) | |
| WILLIAMS, T.R. | LAC | 1486513 | GC | Uninj. | NO. 1 | CHECKED <input checked="" type="checkbox"/> |
| | | | | | #4 | |

MONTH

STAGE OF FLIGHT

| ENGINE | ENGINE NUMBER (S) | HOURS FLOWN BY PILOTS | | | | | |
|-----------|-------------------|-----------------------|-------|---------|-----|-------|-----|
| | | INST. | NIGHT | ON TYPE | | TOTAL | |
| Cheetah X | AS18977/A/134471 | N11 | | | | | |
| | RC1625/A/158746 | N11 | | | | | |
| | RC2815/A/234503 | N11 | 75 | 35 | 350 | 120 | 450 |
| | AS40364/A/178283 | N11 | | | | | 170 |

FORCED LANDINGS ()
 TAXIING ()
 LANDING ()
 TAKE-OFF ()
 FLIGHT ()
 STATIONARY ()
 FATAL ()
 INJ. ()
 INJURY ()
 3RD ()
 1ST ()

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 () 31 () 32 () 33 () 34 () 35 () 36 () 37 () 38 () 39 () 40 () 41 () 42 () 43 () 44 () 45 () 46 () 47 () 48 () 49 () 50 () 51 () 52 () 53 () 54 () 55 () 56 () 57 () 58 () 59 () 60 () 61 ()

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT: TC A/FCT/088

Air test of S.B.A. receiver.

NATURE OF ACCIDENT:

NIL

On completion of flight, pilot of AS545 taxied to tarmac to park a/c.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

When turning into parking line, brakes would not hold sufficiently to turn a/c and seeing that collision with another a/c was imminent, pilot switched off engine and retracted u/c. Port wheel retracted as AS545 collided with S730.

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~7. Brake failure.~~

(6)

6. Collisions

SECONDARY OR CONTRIBUTORY FACTORS:

~~35. Cross winds and gusts.~~

ACTION TAKEN:

3. Brake Failure (36)

NIL