

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.		COM. 4	PLACE N.A.			DATE 12-7-44	TIME 16:30		
A/C TYPE OXFORD II		NO. AS 931		CRASH CAT. "C"	S.E.	M.E. X	DAY X	NIGHT	
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
NEWMAN, ROBERT, P.S.		LAC	1608533	PP	Uninj.		NO. A734	DATE 12-7-44	
							D 14 (REVISED)		
							NO. #7	CHECKED <input checked="" type="checkbox"/>	
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
CHEVROLET		PTAS42340/A225513 STAS41533/A179452		INST.	NIGHT	ON TYPE		TOTAL	
						DUAL	SOLO	DUAL	SOLO
				21	25	92	59	164	101

COMMAND

MONTH

STAGE OF FLIGHT

4
2
1
7
4
2
1
FORCED LANDING
TAXIING
LANDING
TAKEOFF
FLIGHT
STATRY
FATAL
INJ.
3rd
5
RAF

TYPE OF A/C
TYPE OF UNIT
CATEGORY

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:

Routine Training Flight.

NATURE OF ACCIDENT:

Pilot returning from low level cross-country noticed there was no brake pressure indicated on gauge and was also experiencing vibration of port engine. Pilot decided upon, and carried out, wheels-up landing on grass of main airfield.

CLASSIFICATION:

7. Others

SECONDARY OR CONTRIBUTORY FACTORS:

36. Brake failure.

TECHNICAL OFFICER'S REPORT: LB/UBF

Lack of brake pressure was caused by a split in rubber tube connecting the oil seal to the copper tubing of brake circuit.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

LB/UBF
PST

ACTION TAKEN:

NIL