

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER *W. J. T.*

OR COMMANDING OFFICER'S REPORT:

R170

Commanding Officer's Report

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 22-1-42

COMPOSITION:

*T 0 4 / 1 1 5
T 0 3 / 1 0 0 / 1 1*

RECOMMENDATIONS:

Without warning the pilot of 425 stopped his aircraft in order to adjust the seat. The pilot of 452 was unable to halt due to poor brakes. A/c struck the empennage of 425 causing minor damage. One brake on 452 held more than the other causing the A/C to swerve to port

PRIMARY CAUSE:

~~Brakes of Lysander 452 did not hold as well as they should have done. The pilot of 425 used poor judgment in stopping to adjust his seat. Pilot of 452 used poor judgment in taxiing as close as he did to 425.~~

ACTION TAKEN:

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

Extreme caution should be exercised by pilots while taxiing until it is known whether or not the brakes are quite serviceable. The accident report, on Lysander 428 which was damaged 13-5-41, remarked on weakness of brakes when overheated. In the case of Lysander 452 however, the brakes were cold and still were inadequate.

Both pilot's log books have been endorsed "Error in judgment".

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft 452 struck the empennage of 425.~~

G. Callison

RECORDED BY

DATE

CHECKED BY

DATE