



DUTY ON WHICH ENGAGED:

Ferrying aircraft to Torbay for  
30 hour check.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

WHILE TAXIING AIRCRAFT SWUNG TO PORT AT A MOD-  
ERATE RATE. UPON APPLYING STARBOARD RUDDER  
AND BRAKE THE PILOT SAID THERE WAS NO NOTICE-  
ABLE EFFECT AND A BURST OF ENGINE ONLY INCREASED  
THE SPEED OF THE AIRCRAFT. IT APPEARED IMM-  
INENT THAT THE AIRCRAFT WOULD COLLIDE WITH A  
GASOLINE TENDER THAT WAS PARKED ON THE SHOULDER  
OF THE RUNWAY. THE PILOT INCREASED THE RATE  
OF TURN BY EASING OFF ON THE STARBOARD BRAKE  
BUT THIS CAUSED THE AIRCRAFT TO SWING SHARPLY  
INTO THE WIND, BENDING THE STBD. SIDE OF THE U/C  
~~XXXXXXXXXX~~ MEMBER. THE AIRCRAFT WAS BROUGHT  
TO A STOP AND THE MOTOR SWITCHED OFF.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER'S REPORT.

DATE: 17-7-42.

COMPOSITION:

F/L JOHN M. YOUNG OFFICER COMMANDING No. 10 BR. SQDN. GANDER.

RECOMMENDATIONS:

SLOWER TAXIING.  
MORE CAREFUL USE OF BRAKES.

PRIMARY CAUSE:-

~~CARELESSNESS ON THE PART OF PILOT IN THAT  
HE MISAPPLIED BRAKE WHEN THE PILOT TURNED  
IN HIS SEAT TO SPEAK TO THE CREWMAN.~~

ACTION TAKEN:

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

R/D.R.G. FORSYTHE LOG BOOK ENDORSED "CARELESSNESS."

CONCLUSIONS OF A.I.B.

APPARENTLY DUE TO MISAPPLICATION OF BRAKE WHEN THE PILOT TURNED  
IN HIS SEAT TO SPEAK TO THE CREWMAN.

RECOMMENDATION

FURTHER TO THE RECOMMENDATION OF THE INVESTIGATING OFFICER IT IS  
CONSIDERED THAT THE PARKING OF FUEL TENDERS NEAR THE RUNWAY SHOULD  
BE PROHIBITED. IN THIS PARTICULAR  
CASE THE DRIVER WAS NOT SITTING  
IN THE FUEL TENDER.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~AIRCRAFT SWUNG SHARPLY INTO WIND BENDING THE  
STARBOARD SIDE OF THE UNDERCARRIAGE MEMBER.~~