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DUTY ON WHICH ENGAGED:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

In making turn onto runway stbd.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER

DATE:

COMPOSITION:

brake failed to function & a/c swerved

to left. Pilot says he continued to apply

right rudder & stepped motor up on attempt to straighten a/c out, but a/c con- RECOMMENDATIONS: weak.

tinued its turning movement until it struck control cabin trailer pinning LAC Hempsall.

PRIMARY CAUSE: Flying Control Operator under trailer.

Primary cause appears to have been a defective stbd. wheel brake.

ACTION TAKEN:

No evidence has been produced to warrant the belief that St. Pilot Moore was negligent, or showed imcompetence under the circumstances

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

which arose.

A more careful D.I. of a/c would have shown the brake as unserviceable.

F/O. W.H. Cliff (C6777) **TCO/URF** CONCLUSIONS OF A.I.B. (917)

Taxiing accident prior to take off, due to defective brake. Evidence is very

Investigating Officer apparently did not treat this as a flying accident as he used form MFB.303. The finding that the primary cause of the accident appears to have been a defective stbd. wheel brake is not based upon any recorded technical

evidence as no mainten-

ance personnel were called nor was the D.I. form put in as an exhibit. Someone from the Maintenance crew was undoubtedly negligent and this should have been fully gone into by the Inves-

tigating Officer. This investigation is of very little value.

CHECKED BY

DATE