

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
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
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																	
CAUSES OF ACCIDENTS																															
UNIT 8 B.&G.S.		COM.		PLACE										DATE 11-11-41		TIME 0910															
Lethbridge, Alta.		# 4		Main Aerodrome										H.Q. FILE 1100-7-12																	
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																			
Bolingbroke 1		712		C 10																											
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																	
Heacock, J.D.				P/O		J9670		P.		Nil				FATAL INJURY																	
Miller, H.H.				F/SGTR		82359		P.		Nil																					
														CARD SERIAL No.																	
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
Bolingbroke 712		712		Serious								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.													
Mercury 124169/125929 WIL.														DUAL SOLO		DUAL SOLO															
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																					
A 84		11-11																													
NATURE OF ACCIDENT																															

MISCELLANEOUS CAUSES
 STAGE OF FLIGHT

HAND'D
 INST'S.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND'TD
 PRIMARY
 TAKING
 LANDING
 TAKE-OFF
 FLIGHT
 STAFFRY
 FATAL
 INJ.
 3RD.

DUTY ON WHICH ENGAGED:

Dual instruction.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Pilot taxiing in strong wind with insufficient air pressure to operate brakes. Could not stop aircraft swerving into construction ditch along taxiing runway.

DATE:

D-14

COMPOSITION:

TBG/PCT/UBF

RECOMMENDATIONS:

PRIMARY CAUSE:

Insufficient air pressure to efficiently operate the brakes.

- Pilot should not have attempted to taxi without assistance.

ACTION TAKEN:

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

Logged.

9. COLLISIONS

9

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Strong tail wind, construction ditch along side of the taxiing runway.~~

A/C swerved into ditch.

RECORDED BY _____

DATE _____

36 36. BRAKE FAILURE

CHECKED BY _____

DATE _____