



DUTY ON WHICH ENGAGED:

COURT OF INQUIRY. INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

F/O. W.H. Cliff (C6777)

In making turn onto runway stbd.

COMPOSITION:

TCO/UBF

brake failed to function & a/c swerved

CONCLUSIONS OF A.I.B. (917)

to left. Pilot says he continued to apply

Taxiing accident prior to take off, due

right rudder & stepped motor up on attempt

to defective brake. Evidence is very

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.

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

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

ACTION TAKEN:

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

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

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

evidence as no maintenance 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 Investigating Officer. This investigation is of very little value.

CHECKED BY

DATE