

DUTY ON WHICH ENGAGED:

Test A & E.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D-14 # 15.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

While taxiing down N.E. runway to take-off position at speed of 5 to 10 MPH A/C started to swing and immediate application of full port brake had no effect. Swing was caused by gusty S.E. wind. While taxiing out from apron to runway at 1 to 3 MPH brakes appeared to be effective.

COMPOSITION:

TN/21/10/10

RECOMMENDATIONS:

It is strongly recommended that the adoption of hydraulic brakes in this type a/c would eliminate accidents of this type.

PRIMARY CAUSE:

~~35. Cross winds and gusts.~~

12. SWUNG.

ACTION TAKEN:

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

NIL

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____