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|---------------------|-----|--------|-------|----|--------|----|----------|----|------------|------------------|---------|------------------|------------------|----|----------------------|-------------|--------|------------|-----------|--------|-----------|-----------------------|-------------|---------|----------------------|-----------------|-----------|------------|-----------|----|--------|----|--------------|----|-----------------|----|---------------|----|---------|----|--------|----|---------|----|-----------|---|-----------|---|-------------|---|------------|---|----------|---|-------------|---|-------------|---|---------|---|--------|---|---------|----|--------|----|---------|----|--------|----|---------|----|--------|----|-----------|----|-------|----|--------|----|---------|----|--------|---|---------|---|----------|---|--------|---|---------|---|-------|---|------|---|------|---|--------|---|-----|---|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 32 | JU. | 31 | TECH. | 30 | DISOB. | 29 | NEG/INCE | 28 | INEXP/INCE | 27 | MISCEL. | 26 | INSTRUCT. | 25 | FLT CONTR. | 24 | OTHERS | 23 | PRIMARY | 22 | FL CONTR. | 21 | MOV. SURFS. | 20 | * STAB. SURFS. | 19 | W. STRUTS | 18 | LAND GEAR | 17 | FLOATS | 16 | FUSE OR HULL | 15 | TAIL SKID OR W. | 14 | ENGINE MOUNT. | 13 | MISCEL. | 12 | UND TO | 11 | PRIMARY | 10 | FUEL SYS. | 9 | COOL SYS. | 8 | IGNIT. SYS. | 7 | LUB'N SYS. | 6 | ENG STR. | 5 | AIRSCREW A. | 4 | ENG. CONTR. | 3 | MISCEL. | 2 | UND TO | 1 | PRIMARY | 19 | UND TO | 18 | HAND O. | 17 | INSTS. | 16 | WEATHER | 15 | DRKNS. | 14 | ALG SURF. | 13 | OTHER | 12 | UND TO | 11 | PRIMARY | 10 | TAXING | 9 | LANDING | 8 | TAKE-OFF | 7 | FLIGHT | 6 | STATION | 5 | FATAL | 4 | INJ. | 3 | 3RD. | 2 | INJURY | 1 | RAF | 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 RCAF Station | | | | | | | | | | COM. # 1 | | | | | PLACE Main Aerodrome | | | | | | | | | | DATE 6-6-42 | | | | TIME 0845 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mountain View | | | | | | | | | | # 1 | | | | | Main Aerodrome | | | | | | | | | | H.Q. FILE 1100-20-31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE Battle | | | | | | | | | | No. 2031 | | | | | CRASH CAT. C | | | | | SE X | | ME | | DAY X | | | NIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME | | | | | | | | | | RANK | | | No. | | | DUTY | | | INJURIES | | | | | | | | | | SERIOUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brown, A.G. | | | | | | | | | | SGT | | | 415058 | | | SP | | | Uninjured | | | | | | | | | | FATAL | | INJURY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Parker, H.D. | | | | | | | | | | LAC | | | 412517 | | | OC | | | Uninjured | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Reed, K.A. | | | | | | | | | | LAC | | | R132265 | | | OC | | | Uninjured | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | CARD SERIAL No. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE A/F & ENGINE | | | | | | | | | | No. | | | EXTENT OF DAMAGE | | | REPORT FORM | | SERIAL No. | | DATE | | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Battle | | | | | | | | | | 2031 | | | Slight | | | | | | | | | INST. NIGHT | | ON TYPE | | TOTAL | | LAST 6 MOS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Merlin | | | | | | | | | | 19765/144820 N11 | | | | | | | | | | 25 18 | | 1 10 | | 87 88 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Battle | | | | | | | | | | 1685 | | | Serious | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Merlin | | | | | | | | | | 1391/8145 N11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | | | | | | | | | UNIT No. & DATE | | | | | COM. No. & DATE | | | | | REPORT | | | FILE | | | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A-28 | | | | | | | | | | 8-6-42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:

Gunnery exercise.

COURT OF INQUIRY, INVESTIGATING OFFICER

R170

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

While taxiing and turning on tarmac aircraft 2031 was taxied into aircraft 1635.

DATE:

7/27/57

COMPOSITION:

Major

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

~~Inexperienced pilot should not have taxied without sufficient air in the braking system to efficiently operate the brakes of aircraft 2031.~~

ACTION TAKEN:

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

Air pressure pump overhauled.

9. COLLISIONS

9

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C 2031 was taxied into a/c 1635.~~

30

RECORDED BY

DATE

CHECKED BY

DATE