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D 7</td> <td colspan="16">SE ME DAY NIGHT</td> </tr> <tr> <td colspan="16">Battle</td> <td colspan="16">1839</td> <td colspan="16">C 1</td> <td colspan="16">x</td> </tr> <tr> <td colspan="16">NAME</td> <td colspan="16">RANK</td> <td colspan="16">No.</td> <td colspan="16">DUTY</td> <td colspan="16">INJURIES</td> <td colspan="16">SERIOUS</td> </tr> <tr> <td colspan="16">Sugrue T.J.</td> <td colspan="16">SGT.</td> <td colspan="16">M2415428</td> <td colspan="16">S.P.</td> <td colspan="16">Uninjured.</td> <td colspan="16">FATAL INJURY</td> </tr> <tr> <td colspan="16">Hilbert W.C.</td> <td colspan="16">LAC.</td> <td colspan="16">R139151</td> <td colspan="16">O.C.</td> <td colspan="16">"</td> <td colspan="16"></td> </tr> <tr> <td colspan="16"></td> <td colspan="16"></td> <td colspan="16"></td> <td colspan="16"></td> <td colspan="16"></td> <td colspan="16">CARD SERIAL NO.</td> </tr> <tr> <td colspan="16"></td> <td colspan="16"></td> <td colspan="16"></td> <td colspan="16"></td> <td colspan="16"></td> <td colspan="16"></td> </tr> <tr> <td colspan="16">TYPE A/F & ENGINE</td> <td colspan="16">No.</td> <td colspan="16">EXTENT OF DAMAGE</td> <td colspan="16">REPORT FORM</td> <td colspan="16">SERIAL No.</td> <td colspan="16">DATE</td> <td colspan="16">HOURS FLOWN BY PILOTS</td> </tr> <tr> <td colspan="16">Battle</td> <td colspan="16">1853</td> <td colspan="16">Slightly</td> <td colspan="16"></td> <td colspan="16"></td> <td colspan="16">INST. 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DUTY ON WHICH ENGAGED:

Taxiing to hangar after exercise.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

R170

NATURE OF INCIDENT AND STAGE OF FLIGHT:

Pilot was taxiing back to hangar on completion of exercise and on reaching tarmac and apron of hanger, applied brakes. Brakes failed to function and pilot was unable to prevent aircraft 1839 from coming into contact with a/c 1853.

DATE:

COMPOSITION:

*M. J. ...
+ CO. VBF
M. J. ...*

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

~~Air compressor failure, which caused brakes to become useless.~~

ACTION TAKEN:

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

Pilot placed on charge but subsequently exonerated of all blame.

9

9. COLLISIONS

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft 1839 came into contact with aircraft 1853.~~

36

36. BRAKE FAILURE

RECORDED BY

DATE

CHECKED BY

DATE