

REMARKS by UNIT COMMANDER

1. I have the following comments on the Findings at paragraph 1 to 7 inclusive.

ROUTE AUTHORISATION

2. I agree with the Findings of the Board. Further to the recommendation of the Board at page 58 paragraph 32a, and my comment at page 61 paragraph 18, I intend to annotate route authorisations, by Reference, on the route documents.

WEATHER FACTORS

3. The further evidence gathered by the Board with respect to weather factors supports the decision to run the convoy on the day in question. I agree that the video recording taken from the Convoy Escort Commander's vehicle suggests that road conditions prior to the accident were satisfactory. In the absence of evidence that the road was in an icy condition prior to the accident I offer the hypothesis that a small but rapid temperature drop made that exposed part of the road treacherous within minutes rendering advance warning impossible. I note the expert evidence given by the twentieth witness that the action taken by the driver of vehicle TCHD 30 AJ 84 was competent in the resulting circumstances.

Unit.....RAFASUPU.....

Signature..........

Date.....23 Jan 87.....

Wg Cdr  OC RAFASUPU

REMARKS by STATION COMMANDER

NOT APPLICABLE

Command

Signature.....

Date

Commanding.....

See attached pages (29 - 31)

Group

Signature

Date

Commanding

REMARKS by AOC-in-C

Station

Signature

Date

Officer Commanding

REMARKS BY AIR OFFICER COMMANDING

1. The significance of this accident requires that the best available evidence be presented with regard to the circumstances, the competence and actions of all those involved, and the authority for the vehicles involved to be there. The Board was reconvened on my instructions in order to clarify these aspects.
2. No formal record of the approval of Route 44 exists. However, I am satisfied from the existence of the Route Map and the Master Route Index at the Unit, as well as the lack of any evidence to the contrary from higher headquarters, that Route 44 was at some time in the past duly approved in accordance with the standing instructions at the time. No reason has come to light in the course of this Inquiry, that might have led to withdrawal of that approval.
3. I agree with the findings of the Board that the cause of the accident to TCHD 30 AJ 84 was ice on the road, allied to the camber, with the contributory factors involving the on-coming but stationary civilian vehicle and the soft verge. The Board also identify the slow speed of the third TCHD as a factor in the cause of the accident. I consider this to be a questionable conclusion and I have no doubt that the driver of 30 AJ 84 was correct to reduce his speed. Indeed, to have done otherwise might have resulted in a more serious accident. All the other evidence supports the view that the driver's actions, once the vehicle began to slide, were correct and that he was unable to regain the metalled road surface before the verge collapsed under the weight of the vehicle, precipitating an almost stationary roll-over. I concur that the sole cause of the accident to the fourth TCHD was ice on the road. I am also satisfied that the driver of 81 AE 13 acted correctly and with due skill in the situation he faced.
4. The key question is whether the icy road conditions that existed at the time of the accident could have been foreseen, and moreover, whether the operational task justified the convoy movement in the light of subsequent weather conditions. There is no direct evidence that, prior to departure, conditions en route were likely to become severe. Indeed, the 10 Jan 87, 0446 forecast was 'cold and mostly cloudy with a few snow flakes here and there but most places will stay dry'; temperatures of +2°C were forecast during the afternoon when the convoy would be on the road, but were expected to plunge below freezing at dusk after the convoy would have arrived at its destination. The 10 Jan 87 1155 forecast confirmed the earlier bulletin as far as the convoy's operating period was concerned, but emphasised the development of frost and icy patches by the end of the night. I consider, therefore, that there was no reason why the convoy should not have proceeded as planned.
5. The first and second witnesses offered evidence of opinion that the minor road used was prone to icing and that an approach from Romsey was more advisable. Their evidence is not based on direct observation at the time and, in my opinion, carries less weight than that of the [REDACTED] driver and passenger, who safely traversed the minor road twice immediately before the convoy left the A36. The evidence of the occupants of the [REDACTED] is independently corroborated by the driver of the civilian car involved (21st Witness), both reporting the presence of some patches of wet slush. Hence, I concur the Board's finding that the weather information available and the specific road condition report did not indicate any route problem to the Convoy Commander. The evidence of the [REDACTED] occupants is also corroborated by Exhibit H which shows that conditions changed from cold but benign, to icy and treacherous, within 20 minutes after the accident occurred. I do not agree

that the accident might have been foreseen, except by the addition of ice detection equipment on the convoy vehicles: I concur the Unit Commander's comment that advance warning was impossible.

6. I endorse the remaining findings of the Board. The minor irregularities in MT documentation were not relevant to the accident and appropriate staff action will be taken.

7. The recommendations, to review and re-issue the approval for all routes, to institute mandatory general checks with destinations on local weather conditions, to procure and fit a suitable ice detector if it exists, and to re-survey minor roads particularly Route 44, are all agreed. However, the weather check with the destination will necessarily need to be general with regard to precise route on security grounds: where practicable the condition of all minor approach roads should be sought. The re-survey of minor roads will necessarily be progressive and take time, in conjunction with the limited effort available and the detailed and meticulous work associated with other routine survey tasks. I have also instructed that the approval of all routes should be revalidated and recorded, but this task is similarly constrained and will take at least six months to complete.

8. I do not concur the recommendation for a particular unit in the vanguard of the convoy to maintain an ice-watch. There are many other accident and security hazards; all convoy personnel play their part in observation for any of the many potential hazards to safe progress. Undue emphasis on any single aspect could destroy the all-round awareness cultivated in the members of the unit.

9. I do not concur that a specific set of orders is required on ice conditions. Orders relating to one set of weather circumstances may be totally inappropriate in other conditions. Equally, restrictions applicable on minor roads may not be pertinent on major trunk routes. Combinations of poor visibility and ice or snow are much more restrictive than any single limiting factor. The decision to proceed must be based on all the weather circumstances and the chosen route for a particular journey; this is an operational decision involving guidance, experience and knowledge and not rigid orders. Similarly, I do not concur the recommendation that some routes should only be authorised for certain seasons. The effect of such a recommendation would be to proscribe the use of road transport to meet the essential operational task over the winter months at some of the northern destinations. Hence, an alternative method of movement would be needed which, in my view, will incur a higher risk of a more serious accident.


10. This MT accident highlights the very small, but nevertheless real, element of risk inherent in all convoy activity on roads in public use, notwithstanding that all reasonable precautions are taken. There will always be a balance to be drawn between such risks of the road and those which would arise were other means of movement adopted. I consider that the outcome of this accident fully confirms the wisdom of the current policy.

11. I did not task the Board to investigate and formally record the status, or condition, of the loads carried in the vehicles involved. I regard such considerations and reports as the responsibility of the other specialist agency, which participated fully in the recovery operation. I would, however, note that I am advised that the vehicle, the load restraint, the container

~~CONFIDENTIAL~~

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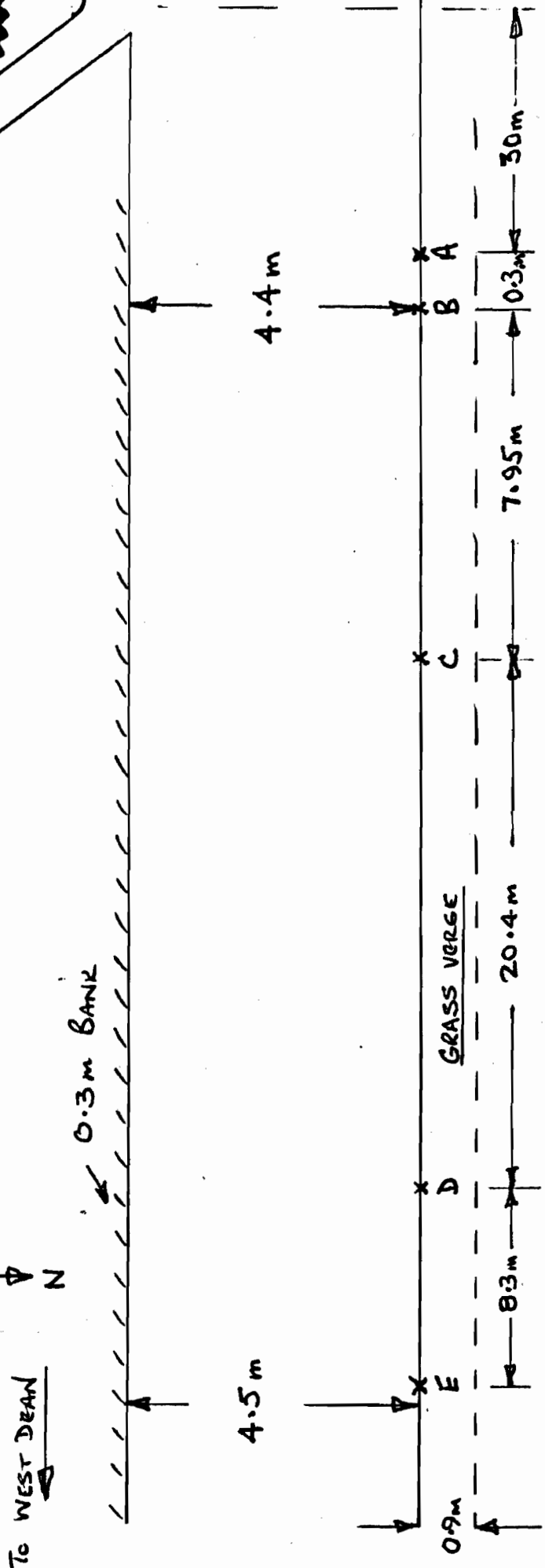
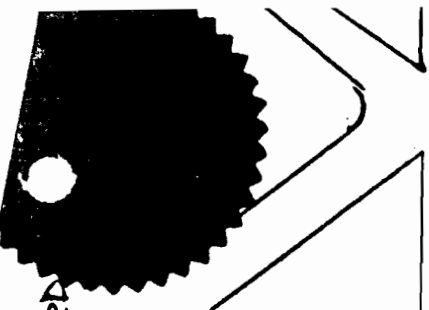
lashing, and the design and test results on each element of the road transportation system, were proved to be fully satisfactory, in this accident, in meeting the stringent safety requirements for the transport of weapons.

Group HQRAFSC Signature 
Date 29th JAN 87 Commanding AOC (MUs)

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DECLASSIFIED



RESTRICTED

DECLASSIFIED

- A. FRONT NEAR SIDE WHEEL OF VRM 81 AE 13.- FINAL POSITION.
- B. COMMENCEMENT OF FRONT NEAR SIDE WHEEL WITNESS MARK ON GRASS VERGE. OF VRM 30 AJ 84.
- C. COMMENCEMENT OF REAR NEAR SIDE WHEELS WITNESS MARK ON GRASS VERGE. OF VRM 30 AJ 84
- D. POSITION OF REAR NEAR SIDE WHEELS OF 30 AJ 84 AS VEHICLE TOPPLED.
- E. POSITION OF FRONT NEAR SIDE WHEEL OF 30 AJ 84 AS VEHICLE TOPPLED.

DECLASSIFIED

87-01-09 11:36
265974
265974 TELINF G*
265974 TELINF G
47302 WEASWC G
7076 87-01-09 11:37

I certify this to be a true copy
[REDACTED]
PRESIDENT OF THE BOARD

FROM SOUTHAMPTON WEATHER CENTRE.

FORECAST FOR AREA 3
DORSET HAMPSHIRE AND THE ISLE OF WIGHT, UNTIL
6PM TOMORROW

ISSUED FRIDAY 9TH JANUARY 1987.

IT WILL BE RATHER CLOUDY TODAY WITH SOME RAIN IN DORSET AND PERHAPS WEST HAMPSHIRE WHICH WILL FALL AS SLEET OR SNOW OVER THE HIGH GROUND ALTHOUGH AMOUNTS WILL BE SMALL. OTHER AREAS WILL BE DRY WITH A GLIMPSE OF THE SUN NOW AND THEN. TEMPERATURES WILL RISE TO AROUND 3 DEGREES CELSIUS BUT AGAIN IN DORSET MAY REACH 5 DEGREES CELSIUS. THE WIND GENERALLY WILL BE LIGHT AND FROM THE SOUTHEAST. DURING THIS EVENING ANY RAIN OR SLEET WILL HAVE DIED OUT AND A DRY NIGHT IS EXPECTED BUT STILL RATHER ON THE CLOUDY SIDE. TEMPERATURES WILL FALL TO AROUND MINUS 3 DEGREES CELSIUS INLAND WITH A WIDESPREAD GROUND FROST AS EARLY AS MIDNIGHT. IN DORSET WHERE THE ROADS MAY STILL BE WET, ICY PATCHES WILL FORM LATER THIS EVENING. RATHER CLOUDY AT FIRST TOMORROW BUT GENERALLY DRY. COOLER BRIGHTER WEATHER WILL SPREAD FROM THE EAST LATER IN THE DAY REACHING WEST DORSET BY EVENING. AGAIN A DAY OF LIGHT WINDS, GENERALLY FROM THE EAST OR NORTHEAST.

THE OUTLOOK FOR THE FOLLOWING 24 HOURS.

IT WILL BE DRY AND CLEAR WITH LIGHT EAST TO NORTHEASTERLY WINDS. TEMPERATURES TOMORROW NIGHT WILL FALL SHARPLY DOWN TO MINUS 5 DEGREES CELSIUS BY DAWN. SUNDAY WILL BE DRY WITH A FAIR AMOUNT OF SUNSHINE. COLDER THAN OF LATE WITH TEMPERATURES ONLY REACHING AROUND 2 DEGREES CELSIUS.

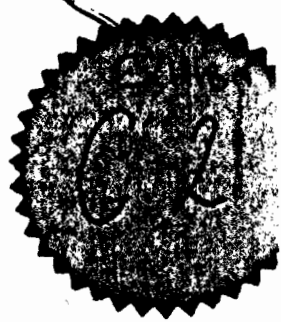
AIR PRESSURE READ AT SOUTHAMPTON AT 11AM WAS 1011 MILLIBARS.

I Certify this to be a true copy

87-01-09 17:02
265974
265974 TELINF G*
265974 TELINF G
47302 WEASWC G
7092 87-01-09 17:02

[Redacted]
PRESIDENT OF THE BOARD

[Redacted]



FROM SOUTHAMPTON WEATHER CENTRE.

FORECAST FOR AREA 3
DORSET HAMPSHIRE AND THE ISLE OF WIGHT, UNTIL 6PM TOMORROW

ISSUED FRIDAY 9TH JANUARY 1987.

IT WILL BE RATHER CLOUDY AND DRY OVERNIGHT APART FROM A FEW OUTBREAKS OF LIGHT RAIN OR SLEET IN DORSET AND WEST HAMPSHIRE THIS EVENING WHICH WILL FALL AS SNOW OVER HIGH GROUND. MINIMUM TEMPERATURES WILL RANGE FROM MINUS 2 DEGREES CELSIUS IN WEST DORSET TO MINUS 4 DEGREES CELSIUS IN PARTS OF NORTH AND EAST HAMPSHIRE GIVING A WIDESPREAD GROUND FROST IN MOST PLACES BEFORE MIDNIGHT. THE WIND WILL REMAIN LIGHT AND GENERALLY FROM THE SOUTHEAST.

RATHER CLOUDY AT FIRST TOMORROW BUT BRIGHTER WEATHER WILL SPREAD FROM THE EAST DURING THE AFTERNOON WITH PERHAPS SOME SUNNY INTERVALS DEVELOPING IN HAMPSHIRE BY DUSK. AFTERNOON TEMPERATURES WILL BE SIMILAR TO TODAY RISING TO 3 DEGREES CELSIUS WITH THE WIND FROM THE EAST OR NORTHEAST BUT STILL LIGHT.

THE OUTLOOK FOR THE FOLLOWING 24 HOURS.

IT WILL BE COLD AND CLEAR SATURDAY NIGHT WITH A WIDESPREAD FROST FORMING DURING THE EVENING AND MINIMUM TEMPERATURES BEING A FEW DEGREES LOWER THAN TONIGHT. SUNDAY WILL BE SUNNY AND DRY BUT RATHER COLD WITH TEMPERATURES ONLY JUST RISING ABOVE FREEZING. THE LIGHT NORTHEASTERLY WIND WILL SLOWLY VEER TO SOUTHEAST DURING THE DAY.

THE PRESSURE READ AT SOUTHAMPTON AT 5PM WAS 1008 MILLIBARS.

*
265974 TELINF G
47302 WEASWC G

I certify this to be a true copy.

87-01-10 04:46

265974

265974 TELINF G*

265974 TELINF G

47302 WEASWC G

7103 87-01-10 04:46

PRESIDENT OF THE BOARD

FROM SOUTHAMPTON WEATHER CENTRE.

FORECAST FOR AREA 3
DORSET HAMPSHIRE AND THE ISLE OF WIGHT, UNTIL
6 M TOMORROW

ISSUED SATURDAY 10TH JANUARY 1987.

TODAY WILL BE COLD AND MOSTLY CLOUDY PERHAPS WITH A FEW SNOW FLAKES
HERE AND THERE BUT MOST PLACES WILL STAY DRY WITH TEMPERATURES
CREEPING ABOVE FREEZING TO ABOUT PLUS 2 DEG CELSIUS BY EARLY
AFTERNOON.

A PENETRATING MODERATE TO FRESH EASTNORTHEAST WIND WILL EMPHASISE THE
COLDNESS.

DURING THE AFTERNOON THE WIND WILL BACK MORE NORTHEASTERLY AND
DECREASE A LITTLE AND AT THE SAME TIME THE CLOUD WILL BREAK.

THIS WILL RESULT IN TEMPERATURES PLUNGING BELOW FREEZING AT DUSK AND
WITH LONG CLEAR PERIODS OVERNIGHT A SEVERE OR VERY SEVERE FROST WILL
DEVELOP BY MORNING WITH TEMPERATURES AS LOW AS MINUS SEVEN DEG
CELSIUS IN PLACES. THERE MAY ALSO BE FREEZING FOG PATCHES IN
SHELTERED VALLEYS AND THESE WILL BE RELUCTANT TO CLEAR TOMORROW.

SUNDAY WILL REMAIN EXTREMELY COLD ALL DAY WITH MOST PLACES REMAINING
BELOW FREEZING THROUGHOUT, AND IN GENERAL THE HIGHEST TEMPERATURE
BEING AROUND MINUS 2 DEG CELSIUS.

THERE WILL BE SUNNY INTERVALS BUT MOSTLY A GOOD DEAL OF CLOUD. ADDED
TO THIS SCATTERED SNOW SHOWERS ARE ALSO POSSIBLE ESPECIALLY OVER
HILLS WHERE A LIGHT COVERING OF SNOW MAY FORM GIVING RISE TO ICY
PATCHES. WINDS HOWEVER WILL BE MOSTLY LIGHT AND FROM AN EASTERLY
POINT.

THE OUTLOOK FOR THE FOLLOWING 24 HOURS.

CONTINUING EXCEPTIONALLY COLD WITH SEVERE OR VERY SEVERE FROST
PERSISTING THROUGHOUT IN MOST PLACES. THERE WILL ALSO BE A GOOD DEAL
OF CLOUD WITH MORE IN THE WAY OF SNOW SHOWERS AND PERHAPS PERSISTENT
FREEZING FOG PATCHES IN PLACES.

THE PRESSURE READ AT SOUTHAMPTON AT 5 A.M. WAS 1008 MILLIBARS.

265974 TELINF G
47302 WEASWC G

20097- TELINE G
47202 WEASWC G
7119 87-01-10 11:55

I certify this to be a true copy
[REDACTED]
PRESIDENT OF THE BOARD

FROM SOUTHAMPTON WEATHER CENTRE.

FORECAST FOR AREA 3
DORSET HAMPSHIRE AND THE ISLE OF WIGHT, UNTIL
6 PM TOMORROW

ISSUED ON SATURDAY 10TH JANUARY 1987.

THIS AFTERNOON WILL BE CLOUDIER THAN THIS MORNING AND COLDER TOO, WITH TEMPERATURES ONLY A DEGREE ABOVE ZERO. MOST PLACES WILL STAY DRY, BUT THERE WILL BE SOME SCATTERED SHOWERS ABOUT, AND THESE WILL ONLY BE OF LIGHT SLEET AND SNOW. WINDS WILL BE MODERATE NORTHEASTERLY, MAKING IT FEEL DISTINCTLY CHILLY.

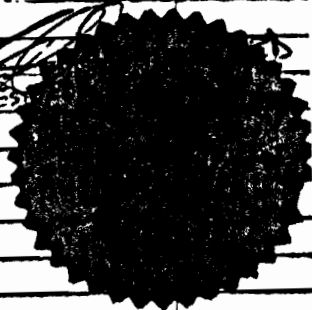
DURING THIS EVENING AND TONIGHT THERE WILL BE THE ODD FLURRY OF SNOW AROUND, BUT MOST PLACES WILL STAY DRY, WITH LIGHT TO MODERATE NORTHEASTERLY WINDS. FROST WILL DEVELOP IN ALL AREAS SHORTLY AFTER DUSK, AND BY THE END OF THE NIGHT, THERE WILL BE A SEVERE FROST. LOWEST TEMPERATURES WILL BE AROUND MINUS 6 DEG CELSIUS, LOW ENOUGH TO MAKE DEISEL POWERED VEHICLES DIFFICULT TO START. ICY PATCHES COULD OCCUR ON ANY ROADS, EVEN THOSE TREATED WITH SALT.

TOMORROW WILL BE EVEN COLDER THAN TODAY, WITH MAXIMUM TEMPERATURE MINUS 1 DEG CELSIUS, AND ICY PATCHES PERSISTING ON SOME ROADS THROUGHOUT THE DAY. WINDS WILL BE MODERATE NORTHEASTERLY, ENHANCING THE COLDNESS OF THE DAY. THERE WILL BE SOME SPELLS OF WEAK SUNSHINE, AND A FEW FLURRIES OF SNOW.

THE OUTLOOK FOR THE FOLLOWING 24 HOURS :- CONTINUING VERY COLD WITH TEMPERATURES BELOW FREEZING, VERY SEVERE FROST AT NIGHT, AND PERHAPS A FEW SNOW SHOWERS.

THE PRESSURE READ AT SOUTHAMPTON AT 11 AM TODAY WAS 1013 MILLIBARS.
CROWN COPYRIGHT MET OFFICE 1987.

| Type of Servicing | Date Due | Date Comp | Total Miles/hours | Type of Servicing | Date Due | Date Comp | Total Miles/hours |
|---|----------|-----------------|-------------------|-------------------|----------|-------------|-------------------|
| Major | NOV 82 | 23-4-82 | 39793 | Major/AUG. | 64433 | | |
| FILES SHOWN ARE IN KMS | | | | MINOR | | | |
| INTER | NOV 83 | MODIFICATION | | INTER/NOV | 23-10-85 | 6584 | |
| Major | INTER | FEB 84 | 31-1-84 | 42284 | Minor | INT JAN/887 | |
| INTER | MAY 84 | QUARTERS MISSED | | | | | |
| Incorporated in next major | | | | | | | |
| Major | AUG 84 | 20-7-84 | 43916* | Major | | | |
| INTER | NOV 84 | 28-11-84 | 53718 | | | | |
| Minor | MINOR | FEB 85 | 8/2/85 | 58671* | Minor | | |
| INTER | MAY 85 | 24-4-85 | 61433 | | | | |
| INTER ON 11/84 | | | | | | | |
| TIRE DEPTH CHECK EVERY 3 MONTHS 5MM OR LESS REPLACE | | | | | | | |
| AVC No. 2432-0071 | | | | Chassis No. 2413 | | | |



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|------------------|-----------------------|-----------|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----------------------------------|
| REGISTRATION No. | VEHICLE TYPE AND MAKE | FLEET No. | SERVICING DUE | | | | | | | | | | | | STATE |
| AT 13 | TRUCK CARGO H. D. | 1 0 6 | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | RAF FORM 4870A (Revised Feb. 82) |

SECTION G RECORD OF SCHEDULED SERVICING

M.T. VEHICLE RECORD (Unit)

RAF FORM 4870A (Revised Feb. 82)

| Type of Servicing | Date Due | Date Comp | Total Miles/hours | Type of Servicing | Date Due | Date Comp | Total Miles/hours |
|-------------------|------------|-----------|-------------------|-------------------|-----------------|-----------|-------------------|
| Major | INTER | | KMS | Major | MINORS + MAJORS | | |
| INTER | JAN 86 (2) | 3-1-86 | 68723 | MINOR | OCT 86 (4) | 21-4-86 | 74520 |
| | 70674 K | | | | 75501 K | | |
| Major | APR 86 (3) | 21-2-86 | 73037 | MAJOR | OCT 87 | | |
| | 73550 K | | | | 104463 K | | |
| INTER | JUL 86 (5) | 25-7-86 | 76765 | MINOR | APR 87 | | |
| | 79347 K | | | | 84174 K | | |
| Major | OCT 86 | | | Major | | | |
| | 95000 K | | | | | | |

AVC No. 2432-0671 D-1 Chassis No. 2413

ENTER TIRE DEPTH CHECK ON ALL TREAD SERVICING 10845

| | | | | | | | | | | | | | | | |
|------------------|-----------------------|-----------|---------------|--|--|--|--|--|--|--|--|--|--|--|-------|
| REGISTRATION No. | VEHICLE TYPE AND MAKE | FLEET No. | SERVICING DUE | | | | | | | | | | | | STATE |
|------------------|-----------------------|-----------|---------------|--|--|--|--|--|--|--|--|--|--|--|-------|

| Type of Servicing | Date Due | Date Comp | Total KMS/Hours | Type of Servicing | Date Due | Date Comp | Total Miles/Hr |
|-------------------|-------------|-----------|-----------------|-------------------|----------|-----------|----------------|
| Major | | 23-10-85 | 65047 | Major | | | |
| | | (6) | | | | | |
| INTER | OCT 26 1985 | 8-10-86 | 76846 | | | | |
| Major | | | | Minor | | | |
| Major | | | | Major | | | |
| Major | | | | Minor | | | |

TIRE TREAD DEPTH CHECK EVERY SERVICING / RBT EVERY INTER

AVC No. 24320671 (See AP3280 Bx2) EST 1470HRS/2365Mphassis No. 2413

| REGISTRATION No. | VEHICLE TYPE AND MAKE | FLEET No. | SERVICING DUE | | | | | | | | | | | | STA |
|------------------|-----------------------|-----------|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------------|
| 81PE13 | TC HD | 106 | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | Make O. Subj |

PRESIDENT OF THE BOARD

Certified True Copy: 1

JOB NUMBER U025

FAC A B C

Sheet 1 of 2 Data Centre Use

| Estimated Cost | |
|----------------|--|
| Lab | |
| Spares | |

| Days held up for | |
|------------------|-----|
| Spares | 30 |
| Labour | 5.8 |
| Authority | |
| Facilities | |

| Job Dates | | |
|----------------|-----|-------|
| Date | Day | Month |
| Work demand | | |
| Expt. received | 19 | 08 86 |
| Completed | 07 | 08 86 |

| Single Item Disposal | | Multi-Item Dispos. | |
|------------------------|--------|--------------------|--|
| Category A Eqpt. Usage | 0 | Qty. Rec'd | |
| Miles | 79,238 | Qty. Rep'd | |
| Kms | | Qty. BLR | |
| Hr/Rv | | Qty. B/SL | |
| EFC | | Qty. BER | |

Repair Unit Car W-100000 Code 15656A00

Holding Unit Car A Sep Unit Code 161146A00

Equipment T-10 Code 24320671
 Contract No. 810613 Regn. Mark/Serial No.

Reason for Work
 Defect Report Reference

Power Pack Serial No.
 New Power Pack Meter Reading

| WORK TO BE DONE | No. of times | Operation/Modification Codes | Man hours | Catalogue Number | | Qty. |
|------------------------------------|--------------|------------------------------|-----------|------------------|-------------------|------|
| | | | | 17th TO | NATO Stock Number | |
| ENGINE OILS | 1 | A.R.F.523 | 6.50 | 7.F.W. | 28115998116174 | 0 |
| NEW ENGINE FITTED | 3 | A.A.4.B | 2 | 6.M.T.9 | 252099812171 | 0 |
| NEW SWAF CH. FITTED | 1 | A.A.4.B | 3 | 6.M.T.9 | 2520998232445 | 0 |
| NEW SWAF PLATE FITTED | 1 | A.A.4.B | 1 | 7.F.W. | 5345998235989 | 0 |
| NEW SWAF CHANGE MECHANISM FITTED | 1 | A.A.4.B | 2 | 7.F.W. | 252099825555 | 0 |
| NEW SWAF SHAFT FITTED | 1 | A.A.4.B | 1 | 6.M.T.9 | 6620998247896 | 0 |
| NEW SWAF THERMOSTAT FITTED | 4 | A.A.4.B | 3 | 7.F.W. | 28115998359975 | 0 |
| NEW SWAF - SPUR GEAR FITTED | 6 | A.A.4.B | 3 | 7.F.W. | 5345998241719 | 0 |
| NEW SWAF MECHANISM FITTED | 5 | A.A.4.B | 5 | 7.F.W. | 5345998289816 | 0 |
| NEW SWAF MECHANISM FITTED | 2 | A.A.4.B | 1 | 41 | 5345998318983 | 0 |
| NEW SWAF AOS SWAF FITTED | 2 | A.A.4.B | 1 | 7.F.W. | 3020998214674 | 0 |
| NEW SWAF MECHANISM BRACKETS FITTED | 1 | A.A.4.B | 3 | 7.F.W. | 2510998289824 | 0 |
| NEW SWAF BOLTS FITTED | 1 | A.A.4.B | 1 | 6.M.T.9 | 2045098215286 | 0 |
| NEW SWAF SWAF FITTED | 1 | A.A.4.B | 1 | 6.M.T.9 | 2045098254652 | 0 |
| NEW SWAF SWAF FITTED | 1 | A.A.4.B | 2 | | | |
| NEW SWAF SWAF FITTED | 2 | A.A.4.B | 1 | | | |
| NEW SWAF SWAF FITTED | 1 | A.A.4.B | 2 | | | |
| NEW SWAF SWAF FITTED | 1 | A.A.4.B | 1 | | | |
| NEW SWAF SWAF FITTED | 1 | A.A.4.B | 1 | | | |
| NEW SWAF SWAF FITTED | 1 | A.A.4.B | 1 | | | |
| NEW SWAF SWAF FITTED | 1 | A.A.4.B | 1 | | | |
| NEW SWAF SWAF FITTED | 1 | A.A.4.B | 1 | | | |

FOR WORKSHOP USE

| AF G890 Serial Number | Date of Demand | Date Received | Stores Required | COSA Section | NATO Stock Number | Qty | Code Fault | Routed Items | |
|-----------------------|----------------|---------------|-----------------|--------------|-------------------|-----|------------|--------------|------------|
| | | | | | | | | Item | Dispatched |
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FOR RAF USE

| | | | | | | | |
|----------------------|--------------|------------------------------|-------------------|-----------------|-----------------------|-----------------|-------------------------|
| Road Test | | Authorised By: | | Rank Name | Certified Carried Out | Rank Name | Mileage In |
| Special Requirements | | | | | Mileage Out | | Out Inspected |
| Approved | In Inspected | Estimated Date of Completion | Repairs Completed | | | | |
| | | Day Month Year | | | | | |
| Op Code | 1.18/1.11.8 | 1.18/1.11.8 | 1.18/1.11.8 | | | | |
| Name | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | Co-ordination Signature |
| Trade | MAST | MAST | MAST | MAST | MAST | MAST | |
| Signature | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | |
| Counter Signature | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | |
| Rank | | | | | | | |
| Name | | | | | | | |
| Start | | | | | | | |
| Stop | | | | | | | |
| Total Time | 3.45 | 4.45 | 5 Hrs - 15 Mins | 2 Hrs - 15 Mins | 2 Hrs - 15 Mins | 2 Hrs - 15 Mins | Rank Name |

D-1-3

JOB CARD

Sheet 2 of 2

Data Centre Use

JOB NUMBER

1025

Special Code

Estimated Cost
Lab
Spares

Days held up for
Spares 30
Labour
Authority
Facilities

Job Dates
Date Day Mth. Year
Work demand
Eqpt received 19.08.86
Completed 07.11.86

Single Item Disposal
Category A Eqpt. Usage
Miles
Kms
Hr/Rv
EFC
Multi-item Disposal
Qty. Rec'd
Qty. Rep'd
Qty. BLR
Qty. B/SL
Qty. BER

Repair Unit
Part W-rose N4
Code F5656000

Holding Unit
Part A-SEP Unit
Code F6146A00

Equipment
Contract No. T-100
Regn. Mark/Serial No. 81 AF13
Code 24320671

Reason for Work
Defect Report Reference

Power Pack Serial No.
New Power Pack Meter Reading

| WORK TO BE DONE | No. of times | Operation/Modification Codes | Man-hours | | Catalogue Number | | Qty. |
|-----------------------------------|--------------|------------------------------|-----------|------------------|------------------|-------------------|------|
| | | | Hrs | 10 TH | COSA Section | NATO Stock Number | |
| NEW W/SUB-CON WASHING SETS FITTED | 1 | 1.3.9.C | 2 | 5 | 7.F.W. | 2990998116719 | 0 |
| NEW SPARE PARTS FITTED | 1 | 1.5.8.D | 1 | 5 | 7.F.W. | 2540998240946 | 0 |
| NEW V6 N3 P/B FITTED | 1 | 7.5.4.A | 2 | - | 4.D.M. | 5945997575306 | 0 |
| NEW N3 | 1 | 1.5.0.1.A | 3 | - | 7.M.F.E. | 4930998107729 | 0 |
| NEW N4 | 6 | 1.5.1.6.B | 1 | 5 | 7.F.W. | 2920998114068 | 0 |
| NEW N3 | | | | | 7.F.W. | 2920998114069 | 0 |
| NEW N2 | | | | | 7.F.W. | 2920998114070 | 0 |
| NEW N01 | | | | | 7.F.W. | 2920998114071 | 0 |
| As per Sig MVA 210907 cert | | | | | 7.F.W. | 2910998068098 | 0 |
| Supplier Command | | | | | 7.F.W. | 2910998068097 | 0 |
| | | | | | 7.F.W. | 2910998068096 | 0 |
| | | | | | 7.F.W. | 2910998068095 | 0 |
| | | | | | 7.F.W. | 2910998068094 | 0 |
| | | | | | 7.F.W. | 2910998068093 | 0 |

D-1-11

FOR WORKSHOP USE

| AF G830 Serial Number | Date of Demand | Date Received | Stores Required | COSA Section | NATO Stock Number | Qty. | Code Fault | Routed Items | | |
|-----------------------------|----------------------|------------------|-----------------|-----------------|-------------------|------|---------------|--------------|------------|---------|
| | | | | | | | | Item | Dispatched | Receive |
| | | | | | | | | | | |
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FOR RAF USE

Road Test Approved By: [Redacted] Rank Name [Redacted]

Special Requirements [Redacted] Mileage Out [Redacted]

Approved [Redacted] In Inspected [Redacted]

Estimated Date of Completion Day: [Redacted] Month: [Redacted] Year: [Redacted]

Repairs Completed [Redacted]

Mileage In 76873

Out Inspected [Redacted] L.T.D.

Co-ordination Signature [Redacted]

Rank Name [Redacted]

Rank Name [Redacted]

Trade: [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted]

Signature: [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted]

Counter Signature: [Redacted]

Rank Name: [Redacted]

Start: [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted]

Stop: [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted]

Tot: Time 4 Hrs 4 Mins 2 Hrs 5 Mins 5 Hrs 5 Mins 1 Hrs 30 Mins 4 Hrs 3 Mins

Rank Name: [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted]

Rank Name: [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted]

ASW 106

JOB CARD

Sheet 1 of 1

Data Centre Use

JOB NUMBER

Special Code

| | |
|----------------|--|
| Estimated Cost | |
| Lab | |
| Spares | |

Repair Unit: R.A.F. WITTING

| | |
|------|-----------------|
| Code | F 5 6 5 6 A 0 0 |
|------|-----------------|

Holding Unit: R.A.F.A.S.U.P.U.

| | |
|------|-----------------|
| Code | F 0 1 4 6 A 0 0 |
|------|-----------------|

Equipment: T.C.H.D.

Contract No.: 24320671

Regn. Mark/Serial No.: 8.1.A.E.13

Days held up for

| | |
|------------|--|
| Spares | |
| Labour | |
| Authority | |
| Facilities | |

B

Q

R

Job Dates

| | | | |
|----------------|-----|------|------|
| Date | Day | Mth. | Year |
| Work demand | | | |
| Expt. received | 0 7 | 1 0 | 8 6 |
| Completed | 0 8 | 1 0 | 8 6 |

Reason for Work

Defect Report Reference

Single Item Disposal

| | |
|------------------------|--------|
| Category A Expt. Usage | |
| Miles | 4772.1 |
| Kms | |
| M/Rv | |
| EFC | |

Power Pack Serial No.

New Power Pack Meter Reading

| WORK TO BE DONE | No. of times | Operation/Modification Codes | Man-hours | Catalogue Number | | Qty. | Fat |
|-------------------------|--------------|------------------------------|-----------|------------------|-------------------|------|-----|
| | | | | COSA Section | NATO Stock Number | | |
| DNE INTER OCT 86 81592K | 1 | X.7.7.A | 3 | | | 0 | |
| | 1 | X.8.7.A | 3 | | | 0 | |
| | 1 | O.1.F.50.A | 1 | | | 0 | |
| | 1 | X.6.4.A | 2 | | | 0 | |
| 5MM TYRE DEPTH CHECK | 1 | X.3.8.A | 1 | | | 0 | |
| R.B.T. | 1 | X.1.4.A | 1 | | | 0 | |
| N.D.T. | 1 | X.4.2.2.A | 1 | | | 0 | |
| Aos - 824435 | | | | | | 0 | |

AF 6510 (AFB/AMAS) FORM 658 (APR 65) ANTI-STATIC SPORES

Job Report Number

| Wired | COSA Section | NATO Stock Number | Qty. | Code Fault | Routed Items | |
|-------|--------------|-------------------|------|------------|--------------|------------|
| | | | | | Item | Dispatched |
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FOR RAF USE

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|-------------------|----------------|-----------------------|------------|-------------|-------|------------|-------|-------------------------|------------|
| Rank Name | [Redacted] | Certified Carried Out | [Redacted] | Mileage Out | 76832 | Mileage In | 76896 | Out Inspected | N/A FULL |
| Trade | [Redacted] | | | | | | | Co-ordination Signature | [Redacted] |
| Signature | [Redacted] | | | | | | | | |
| Counter Signature | [Redacted] | | | | | | | | |
| Rank | APICCB-FLYBldr | | | | | | | | |
| Name | 3181902D | | | | | | | | |
| Start | | | | | | | | | |
| Stop | | | | | | | | | |
| Total Time | 5 1/25 | | | | | | | | |
| 3 Hrs 45 Mins | | | | | | | | | |
| 1 Hrs - Mins. | | | | | | | | | |
| 2 Hrs. - Mins. | | | | | | | | | |
| 1 Hrs. - Mins. | | | | | | | | | |
| 1 Hrs. - Mins. | | | | | | | | | |
| 1 Hrs. - Mins. | | | | | | | | | |
| 1 Hrs. - Mins. | | | | | | | | | |
| 1 Hrs. - Mins. | | | | | | | | | |
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| 1 Hrs. - Mins. | | | | | | | | | |
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| 1 Hrs. - Mins. | | | | | | | | | |
| 1 Hrs. - Mins. | | | | | | | | | |
| 1 Hrs. - Mins. | | | | | | | | | |
| 1 Hrs. - Mins. | | | | | | | | | |

R.A.F. WITTERING
 ROLLER BRAKE TEST
 REGISTRATION No. 61AE13
 MILEAGE 76846.
 NAME [Redacted] RANK CPL
 DATE 15. OCT - 86
 SIGNATURE [Redacted]

D-1-7

COI only

JOB CARD Sheet 1 of 1

Special Code

Data Centre Use

| Estimated Cost | |
|----------------|--|
| Lab | |
| Spares | |

| Days held up for | |
|------------------|--|
| Spares | |
| Labour | |
| Authority | |
| Facilities | |

| FWD Category | A | B | C |
|--------------|---|---|---|
|--------------|---|---|---|

| Job Dates | | |
|-------------------------|-----|------|
| Date | Day | Year |
| Work demand | | |
| Eqpt. received | 14 | 10 |
| Completed | 14 | 10 |
| Reason for Work | | |
| Defect Report Reference | | |

| | | | |
|------------------------------|--|---------------------|--|
| Single Item Disposal | | Multi-Item Disposal | |
| Category A Eqpt. Usage | | Qty. Rec'd | |
| Miles | | Qty. Rep'd | |
| Kms | | Qty. BLR | |
| Hr/Rv | | Qty. B/SL | |
| EFC | | Qty. BER | |
| Power Pack Serial No. | | | |
| New Power Pack Meter Reading | | | |

Repair Unit **RAF WITTING** Code **F5656A00**

Holding Unit **RAF A SUP U** Code **F0446A00**

Equipment **TEHD**

Contract No. **Regn. Mark/Serial No.** **81A513**

| WORK TO BE DONE | No. of times | Operation/Modification Codes | Man-hours | | Catalogue Number | | Qty. |
|-----------------------------|--------------|------------------------------|-----------|--------|------------------|-------------------|------|
| | | | Hrs. | 17H TO | COSA Section | NATO Stock Number | |
| STI ANA 050 | 1 | AH.A.0.50. | 1 | - | | | 0 |
| | 1 | X.1.4.A. | 5 | | | | 0 |
| | 1 | X.3.8.A. | 5 | | | | 0 |
| NEW BATTERIES FITTED | 1 | 11.30.D | 15 | | | | 0 |
| | | | | | | | 0 |
| | | | | | | | 0 |
| | | | | | | | 0 |
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FOR WORKSHOP USE

| AF G990 Serial Number | Date of Demand | Date Received | Stores Required | COSA Section | NATO Stock Number | Qty. | Code Fault | Routed Items | |
|-----------------------------|----------------------|------------------|-----------------|-----------------|-------------------|------|---------------|--------------|------------|
| | | | | | | | | Item | Dispatched |
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FOR RAF USE

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|-------------------------|--------------|----------------|---------------|------------------------------|---------------|-----------------------|---------------|-------------------|-------|
| Road Test | YR | Authorised By: | [Redacted] | Rank Name | [Redacted] | Certified Carried Out | [Redacted] | Rank Name | CPJ |
| Special Requirements | | | | | | Mileage Out | | Mileage In | |
| Approved | | In Inspected | | Estimated Date of Completion | Day | Month | Year | Repairs Completed | |
| Op. Code | AHA 250 | | | | | | 1130D | | |
| Name | [Redacted] | | X 38A | [Redacted] | | | [Redacted] | | |
| Trade | [Redacted] | | [Redacted] | [Redacted] | | | [Redacted] | | |
| Signature | [Redacted] | | [Redacted] | [Redacted] | | | [Redacted] | | |
| Counter Signature | [Redacted] | | [Redacted] | [Redacted] | | | [Redacted] | | |
| Rank | Craftsman | | | | | | | | |
| Name | [Redacted] | | | | | | | | |
| Start | | | | | | | | | |
| Stop | | | | | | | | | |
| Total Time | Hrs. 1 Mins. | Hrs. 30 Mins. | Hrs. 30 Mins. | Hrs. 30 Mins. | Hrs. 30 Mins. | Hrs. 30 Mins. | Hrs. 30 Mins. | Hrs. | Mins. |
| Co-ordination Signature | [Redacted] | | | | | | | | |
| Rank Name | Craftsman | | | | | | | | |

JOB CARD

Sheet 7 of 1

Data Centre Use

FWD Category A / B / C

JOB NUMBER

9000

Special Code

| Estimated Cost | |
|----------------|--|
| Lab | |
| Spares | |

| Days held up for | |
|------------------|--|
| Spares | |
| Labour | |
| Authority | |
| Facilities | |

| Job Dates | | | |
|---------------|-----|-----|------|
| Date | Day | Min | Year |
| Work demand | | | |
| Eqpt received | 22 | 28 | 86 |
| Completed | 30 | 01 | 86 |

| Single Item Disposal | Multi-Item Disc | | | | |
|-----------------------|-----------------|-------|--|--|--|
| Category A Eqpt Usage | Qty | Rec'd | | | |
| Miles <u>N/A</u> | Qty | Rep'd | | | |
| Kms | Qty | BLR | | | |
| Hr/Rv | Qty | B/SL | | | |
| EFC | Qty | BER | | | |

Repair Unit CEB Code F9999A00

Holding Unit RAF A. SUP UNIT Code F0146A20

Equipment TEMP RUNNER ONLY Code 24320671

Contract No. REGN MARK/SERIAL NO. 811A113

Reason for Work R

Defect Report Reference

Power Pack Serial No.

New Power Pack Meter Reading

| | WORK TO BE DONE | No. of times | Operation/Identification Codes | Man Hours | | Catalogue Number | Qty. |
|--|--|--------------|--------------------------------|-----------|-------|------------------|------|
| | | | | Hrs. | LT/10 | | |
| | ENGINE ROOMS AT RAF WIMBORNE AND SENT TO BOMBERS ENG. FOR SER REPAIR. RECONDITIONS DUE, ALREADY OBTAINING BY F OOR DUE, REPAIR INSURANCE INTO STATE IS OVER THE SAME PERIOD. | 1 | 11A04A | 2 | 16 | | 0 |
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AF G990 (ADP)/MIAS FORM 505 (ADP) Attached

Job Report Checked

Sgt

F - 1 - R

FOR WORKSHOP USE

| AF Form Number | Date Issued | Date Received | AFSC Engineer | AFSA Station | NATEC Shop Number | Qty | Code Fault | Item | Routed Items | |
|-------------------|----------------|------------------|------------------|-----------------|----------------------|-----|---------------|------|--------------|--------|
| | | | | | | | | | Dispatched | Repair |
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FOR RAF USE

| | | | | | | |
|--|-----------------------|-------------------|--------------------|----------------------------------|------------------------------------|-------------------|
| Road Test | Authorised By: | Rank | Name | Certified Carried Out | Rank | Name |
| Special Requirements Approved | In Inspected | Mileage In | Mileage Out | Repairs Completed | Out Inspected | Mileage In |
| | | | | | | |
| Op. Code | | | | | | |
| Name | | | | | | |
| Trade | | | | | | |
| Signature | | | | | | |
| Co-Order Signature | | | | | Co-ordination Signature | |
| Rank | | | | | | |
| Name | | | | | | |
| Start | | | | | | |
| Stop | | | | | | |
| Total Time | Hrs. | Mins. | Hrs. | Mins. | Hrs. | Mins. |

D-1-11

RU1106 JOB NUMBER *02319*

PWD Category **A** *1*

Data Centre Use

Sheet *(of 1)*

Estimated Cost

| | |
|--------|--|
| Lab | |
| Spares | |

Repair Unit **RAF WITTING** Code **F0146A00**

Working Unit **RAF ASUP U** Code **F0146A00**

Document **TCPD** Code **R4320671**
 Contract No. **81A413**

Days held up for

| | |
|------------|--|
| Spares | |
| Labour | |
| Authority | |
| Facilities | |
| B | |
| O | |
| R | |

Job Dates

| Date | Day | Mth | Year |
|----------------|-----------|-----------|-----------|
| Work demand | | | |
| Eqpt. received | <i>02</i> | <i>12</i> | <i>86</i> |
| Completed | <i>02</i> | <i>12</i> | <i>86</i> |

Reason for Work **F**

Defect Report Reference

Single Item Disposal *0*

| Category A Eqpt. Usage |
|------------------------|
| Miles <i>50566</i> |
| Kms |
| M/Rv |
| EFC |

Power Pack Serial No.
 New Power Pack Meter Reading

| WORK TO BE DONE | No. of times | Operation/Modification Codes | Man hours | Catalogue Number | | Qty. | Fault |
|---------------------------------|--------------|------------------------------|-----------|------------------|--------------|----------|-------|
| | | | | 13M 10 | COSA Section | | |
| <i>DEFECT SIGMA 2810402MN86</i> | <i>1</i> | <i>1 x 3, 8, A</i> | <i>5</i> | | | <i>0</i> | |
| | <i>1</i> | <i>1 x 1, 4, A</i> | <i>5</i> | | | <i>0</i> | |
| | <i>1</i> | <i>1 x 5, 1, 0, A</i> | <i>1</i> | | | <i>0</i> | |
| | | | | | | <i>0</i> | |
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| | | | | | | <i>0</i> | |

FOR WORKSHOP USE

| AF G890 Serial Number | Date of Demand | Date Received | Stores Required | COSA Section | NATO Stock Number | Qty. | Code Fault | Routed Items | |
|-----------------------------|----------------------|------------------|-----------------|-----------------|-------------------|------|---------------|--------------|------------------------|
| | | | | | | | | Item | Dispatched Received |
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FOR RAF USE

Road Test **Yes** Authorised By: **[Redacted]** Rank Name **[Redacted]** Certified Carried Out **[Redacted]** Rank Name **C/L**

Special Requirements: **[Redacted]** Mileage Out **79 067** Mileage In **[Redacted]**

Approved: **[Redacted]** In Inspected: **[Redacted]** Repairs Completed: **[Redacted]** Out Inspected: **570**

Op. Code **1510A** Estimated Date of Completion: Day **[Redacted]** Month **XI** Year **1964**

Name **[Redacted]** Trace **[Redacted]** Signature **[Redacted]** Counter Signature **[Redacted]** Co-ordination Signature **[Redacted]**

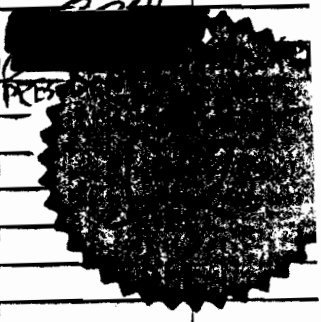
Rank **[Redacted]** Name **[Redacted]** Start **[Redacted]** Stop **[Redacted]** Total Time **[Redacted]**

Time Log (Mrs. Mins.): **[Redacted]** **[Redacted]** **[Redacted]** **[Redacted]** **[Redacted]** **[Redacted]** **[Redacted]** **[Redacted]** **[Redacted]** **[Redacted]** **[Redacted]**

Rank **[Redacted]** Name **[Redacted]**

D-1-13

| Type of Servicing | Date Due | Date Comp | Total KMSours | Type of Servicing | Date Due | Date Comp | Total Miles |
|-------------------|------------------|-------------------------|---------------|-------------------|--------------|-----------|-------------|
| MAJOR | | 15 JUL 85 | 344 K5 | MAJOR | | | |
| INTER | JAN 86 7792 K | 83-1-86 | 5313 | MAJOR | JUL 85/37639 | | |
| MINOR | JUL 86 9993 | 5-5-86 | 8240 | | | | |
| INTER | AUG 86 13070 | 8-10-86 (DET GLOVES) | 9358 | | | | |
| MINOR | JAN 87 14190 | | | | | | |
| MINOR | | | | | | | |



HVH 629302 DEC 3-1-86 RAF/HVH 0601302 Feb Completed
 ENTER TYRE DEPTH CHECK ON ALL TCHD SERVICINGS 10845

| | | |
|------------------|-----------------------|---|
| AVC No 2432-0671 | EST. 74027M5/119109M5 | Chassis No 2TG6RB36310 |
| REGISTRATION NO | VEHICLE TYPE AND MAKE | FLEET No. |
| 30 RT 54 | TRUCK CARGO - H.D | 104 |
| | | JAN FEB MAR APL MAY JUN JUL AUG SEP OCT NOV DEC |

SECTION G RECORD OF SCHEDULED SERVICING X KMSX EAL M.T. VEHICLE RECORD (Unit) RAF FORM 4870A (Revised Feb. 82)

| Type of Servicing | Date Due | Date Comp | Total Miles/hours | Type of Servicing | Date Due | Date Comp | Total Miles/hours |
|-------------------|-----------|-----------|-------------------|---|-------------|-----------|-------------------|
| MAJOR INTER | OCT 83 | 7-10-83 | 57951 | MAJOR INTER | OCT 80958 | 25-10-85 | 77761 |
| INTER | JAN 84 | 6-1-84 | 61218 | MINOR | JAN 80761 | | |
| MINOR INTER | APRIL 84 | 3-4-84 | 64793 | MINOR INTER | APR | | |
| MAJOR | JULY 84 | 17-8-84 | 70243 | | | | |
| MAJOR INTER | OCT 84 | 25-10-84 | 72524 | MAJOR | | | |
| MINOR | JAN 85 | 6-2-85 | 74378 | | | | |
| MINOR | APR 85 | | | MINOR | | | |
| MAJOR | JULY 85 | 7-7-85 | 76131 | ENTER ON F1294 | | | |
| | | | | TYRE DEPTH CHECK EVERY 3 MONTHS SHOR LFSS REPAIRS | | | |
| AVC No. | 2432-0671 | D-2 | EST 74027M5 | Chassis No | 2TG6RB36310 | | |

JOB CARD

Sheet 1 of 1

Data Centre Use

Special Code

Estimated Cost

Lab Spares

Repair Unit RA F WITTING

Code F 5 6 5 6 A 0 0

Holding Unit RAFA SUPU

Code F 0 1 4 6 A 0 0

Equipment TC HD

Code 2 4 3 2 0 6 7 1

Contract No. 30 A 5 8 4

Regn. Mark/Serial No.

FWD Category A 1 8

ASU 104

JOB NUMBER

0013

Job Dates

Date Day Min Year
Work demand
Expt. received 08/10/86
Completed 08/10/86

Reason for Work B

Defect Report Reference

Days held up for

Spares
Labour
Authority
Facilities

B

0
R

Single Item Disposal

Category A Expt. Usage
Miles 11728
Kms
Hr/Rv
EFC

Multitem Disposal

Qty. Rec'd
Qty. Rep'd
Qty. BLR
Qty. B/SL
Qty. BER

Power Pack Serial No.
New Power Pack Meter Reading

| WORK TO BE DONE | No. of times | Operation/Modification Codes | Man-hours | COSA Section | Catalogue Number | Qty. | |
|--------------------------|--------------|------------------------------|-----------|--------------|------------------|------|-------------------|
| | | | | | | Hrs. | NATO Stock Number |
| | 1 | X.7.Y.A. | 5 | | | 0 | |
| | 1 | X.8.Z.A. | 1 | | | 0 | |
| | 1 | X.6.H.A. | 1 | | | 0 | |
| | 1 | X.1.G.A. | 1 | | | 0 | |
| | 1 | X.3.B.A. | 1 | | | 0 | |
| | 10 | X.5.P.A. | 1 | | | 0 | |
| DUE INTER AUG 86 130671M | | | | | | 0 | |
| 5MM TYRE DEPTH CHECK | | | | | | 0 | |
| R.B.T | | | | | | 0 | |
| N.D.T | | | | | | 0 | |
| AIR CONDITIONING U/S | | | | | | 0 | |
| | | | | | | 0 | |

AF 8890 (ADP)/MIAS FORM 555 (ADP) A Revised

Job Report Checked

Signature

D-7-1

RKSHOP USE

| MATO Stock Number | Qty. | Code Fault | Routed Items | |
|-------------------|------|------------|--------------|------------|
| | | | Item | Dispatched |
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**R.A.F. WITTERING
ROLLER BRAKE TEST**

REGISTRATION No. 30 A284

MILEAGE 9350

NAME [REDACTED] RANK CPL

DATE 8-OCT-86

SIGNATURE [REDACTED]

R RAF USE

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|----------------|-------------------|------------|------------|------------|-----------------------|------------|------------|------|-------------|------|-------------------|------------|------------------------------|-----|-------|------|------|-------|------|-------|------|-------|-----------|------------|-------------------------|------------|
| Road Test | YES | Authorised By: | [REDACTED] | Rank Name | [REDACTED] | Certified Carried Out | [REDACTED] | Mileage In | 9358 | Mileage Out | 9348 | Repairs Completed | [REDACTED] | Estimated Date of Completion | Day | Month | Year | Hrs. | Mins. | Hrs. | Mins. | Hrs. | Mins. | Rank Name | [REDACTED] | Co-ordination Signature | [REDACTED] |
| Special Requirements | | In Inspected | X17A | X87A | X144A | X38A | XFSOA | | | | | | | | | | | | | | | | | | | | |
| Approved | | Op. Code | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | | | | | | | | | | | | | | | | | | | | |
| Name | [REDACTED] | Trade | PLT | CAPT | [REDACTED] | [REDACTED] | [REDACTED] | | | | | | | | | | | | | | | | | | | | |
| Signature | [REDACTED] | Counter Signature | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | | | | | | | | | | | | | | | | | | | | |
| Rank | AP | AP | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | | | | | | | | | | | | | | | | | | | | |
| Name | Lee [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | | | | | | | | | | | | | | | | | | | | |
| Start | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stop | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Time | | | 5-45 | | | | | | | | | | | | | | | | | | | | | | | | |

D-2-2

Data Centre Use

Special Code

Estimated Cost
Lab
Spares

| | | | |
|--------------|-----------|------------------------|-----------|
| Repair Unit | RAF ASPPD | UIN | F41141818 |
| Holding Unit | RAF MSSPD | UIN | F41141818 |
| Equipment | ICMS | Code | 24324671 |
| Contract No. | | Regn. Mark./Serial No. | 32008411 |

Days held up for

| | |
|------------|--|
| Spares | |
| Labour | |
| Authority | |
| Facilities | |

| | |
|---|--|
| B | |
| Q | |
| R | |

Job Dates

| | | | |
|----------------|-----|-----|------|
| Date | Day | Mth | Year |
| Work demand | | | |
| Eqpt. received | 14 | 10 | 86 |
| Completed | 14 | 10 | 86 |

Reason for Work

| |
|---|
| 1 |
|---|

Defect Report Reference

| |
|--|
| |
|--|

FWD Category A B C

JOB NUMBER

| | |
|-----------------------|-------------------------------------|
| Single Item Disposal | <input checked="" type="checkbox"/> |
| Multi-Item Disposal | |
| Category A Eqpt Usage | |
| Miles | |
| Kms | |
| H/R | |
| EFC | |

| | |
|------------|--|
| QTY. Rec'd | |
| QTY. Rep'd | |
| QTY. BLR | |
| QTY. B'SL | |
| QTY. BER | |

| | |
|------------------------------|--|
| Power Pack Serial No. | |
| New Power Pack Motor Reading | |

| WORK TO BE DONE | No. of times | Operation/Modification Codes | Manhours | | COSA Section | Catalogue Number | | Fault |
|---|--------------|------------------------------|----------|----|--------------|-------------------|------|-------|
| | | | Mrs. | TO | | NATO Stock Number | Qty. | |
| OIL WORK FROM ENGINE BOX. | | | | | | | | |
| REMOVE CRIPPLE SEAL FROM ENGINE BOX HOUSING | 1 | 1237A | | | | | | |
| Which removed by Dave for repair. | | | | | | | | |
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AF 600 (APP. VAL. WORKS (ASST)) A10115
JTB R...

D-2-3

FOR WORKSHOP USE

| AF G890 Serial Number | Date of Demand | Date Received | Stores Required | COSA Section | NATO Stock Number | Qty. | Code Fault | Routed Items | |
|-----------------------------|----------------------|------------------|-----------------|-----------------|-------------------|------|---------------|--------------|-----------|
| | | | | | | | | Item | Discarded |
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FOR RAF USE

Road Test Authorised By: Rank Name

Special Requirements: Mileage In

Approved: Out Inspected

Op. Code: Co-ordination Signature

Name: Rank Name

Trade: Mileage Out

Signature: Repairs Completed

Counter Signature: Mileage In

Rank: Hrs. Mins.

Name: Hrs. Mins.

Start: Hrs. Mins.

Stop: Hrs. Mins.

Total Time: Hrs. Mins.

D-2-4

WORK ORDER

JOB CARD Sheet of

Special Code

Job Number

Single Item Disposal

Multitem Disposal

| | |
|------------|--|
| Qty. Rec'd | |
| Cty. Rec'd | |
| Cty. BLR | |
| Cty. B/SL | |
| Cty. BER | |

Category A Eqpt. Usage

| | |
|-------|--|
| Miles | |
| Kms | |
| Hr/Rv | |
| EFC | |

Power Pack Serial No.

New Power Pack Meter Reading

FWD Category

| | | |
|---|---|---|
| A | B | C |
|---|---|---|

Job Dates

| | | | |
|----------------|-----|-----|------|
| Date | Day | Mth | Year |
| Work demand | | | |
| Eqpt. received | 15 | 12 | 86 |
| Completed | 15 | 12 | 86 |

Reason for Work

Defect Report Reference

Days held up for

| | |
|------------|--|
| Spares | |
| Labour | |
| Authority | |
| Facilities | |

B

O

R

Estimated Cost

| | |
|--------|--|
| Lab | |
| Spares | |

Repar Unit Code F.5856A00

Holding Unit Code E.0146A00

Equipment Code 24320671

Contract No. Regn. Mark/Serial No. 3C AJR 4

| WORK TO BE DONE | No. of times | Operation/Modification Codes | Man-hours | | Catalogue Number | | Qty. |
|-----------------|--------------|------------------------------|-----------|------|------------------|---------------------|------|
| | | | Hrs. | 1/10 | ← COSA Section | ← NATO Stock Number | |
| STMT AHA OSO | 1 | A, M, A, S, S, O | 6 | | | | 0 |
| | 1 | A, A | 3 | | | | 0 |
| | 1 | A, S, B, A | 3 | | | | 0 |
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AF G890 (ADP)/MIAS FORM 505 (ADP) Attached

Job Report Checked

FOR WORKSHOP USE

| AF C830 Serial Number | Date of Demand | Date Received | Stores Required | COSA Section | NATO Stock Number | Qty. | Code Fault | Revised Items | |
|-----------------------|----------------|---------------|-----------------|--------------|-------------------|------|------------|---------------|------------|
| | | | | | | | | Item | Dispatched |
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FOR RAF USE

| | | | | | |
|----------------------|------------------------------|-------------------|------------------------|-------------------------|------------|
| Road Test | Authorised By: | Rank Name | Certified Carried Over | Mileage In | Rank Name |
| Special Requirements | In Inspected | Mileage Out | Mileage In | Out Inspected | Rank Name |
| Approved | Estimated Date of Completion | Repairs Completed | Year | Out Inspected | Rank Name |
| Op. Code | Day | Month | Year | Co-ordination Signature | Rank Name |
| N. me | ADA 050 | X38A | ADA | Co-ordination Signature | Rank Name |
| Trade | [Redacted] | [Redacted] | [Redacted] | Co-ordination Signature | Rank Name |
| Signature | [Redacted] | [Redacted] | [Redacted] | Co-ordination Signature | Rank Name |
| Counter Signature | [Redacted] | [Redacted] | [Redacted] | Co-ordination Signature | Rank Name |
| Rank | [Redacted] | [Redacted] | [Redacted] | Co-ordination Signature | Rank Name |
| Name | [Redacted] | [Redacted] | [Redacted] | Co-ordination Signature | Rank Name |
| Start | [Redacted] | [Redacted] | [Redacted] | Co-ordination Signature | Rank Name |
| Stop | [Redacted] | [Redacted] | [Redacted] | Co-ordination Signature | Rank Name |
| Total Time | Hrs. 36 Mins. | Hrs. 18 Mins. | Hrs. Mins. | Hrs. Mins. | Hrs. Mins. |

D-2-6

Data Centre Use

FWD Category A B C

JOB NUMBER

| Estimated Cost | |
|----------------|--|
| Lab | |
| Spares | |

| Days held up for | |
|------------------|--|
| Spares | |
| Labour | |
| Authority | |
| Facilities | |

| Job Dates | | |
|---------------|-----|------|
| Date | Day | Year |
| Work demand | | |
| Expt received | 15 | 86 |
| Completed | 17 | 86 |

| Single Item Disposal | Multi Item Dis |
|-----------------------|----------------|
| Category A Expt Usage | Qty Rec'd |
| Miles | Qty Rep'd |
| Kms | Qty B/LR |
| Hr/Rv | Qty B/SL |
| EFC | Qty BFR |

Repar Unit: RAF WITTINGLY Code: F5656A00

Holding Unit: RAF A. SUP UN Code: F0146A00

Equipment: TEND Code: 24320671

Contract No. Regn. Mark/Serial No: 30A584

| | |
|---|--|
| B | |
| 0 | |
| R | |

Reason for Work: C

Defect Report Reference:

Power Pack Serial No.:

New Power Pack Meter Reading:

| WORK TO BE DONE | No. of times | Operation/Modification Codes | Man hours | | COSA Section | Catalogue Number | | Qty. |
|----------------------------|--------------|------------------------------|-----------|------|--------------|-----------------------|---|------|
| | | | Hrs. | 1/10 | | NATO Stock Number | | |
| G/BOR Rear oil seal u/s | 1 | 228 | 5 | 1 | 6.M.T.1.4 | 5.330.99.801.69.38 | 0 | |
| REPAIRED. | 1 | 18A | 1 | 1 | 6.M.T.1.4 | 29.110.9.9.80.9.69.02 | 0 | |
| AIR CONDITIONING u/s | 1 | | 5 | 1 | N.N. | 0026.63 | 0 | |
| NEW BATTERY FITTED | 1 | 36D | 1 | 1 | N.N. | 2.8.1.20.M7.0.8.F.F | 0 | |
| NEW RECEIVER DRIVE FITTED | 1 | 45B | 1 | 1 | N.N. | 0026.72 | 0 | |
| NEW EXPANSION VALVE FITTED | 1 | 47B | 1 | 1 | | | 0 | |
| TYRE u/s | 1 | 50B | 1 | 1 | | | 0 | |
| NEW TYRE FITTED. | 1 | | 2 | 1 | | | 0 | |
| REAR DOOR LOCK u/s | 1 | 54A | 1 | 1 | | | 0 | |
| REPAIRED. | 1 | | 1 | 1 | | | 0 | |
| STEERING u/s. | 1 | 38A | 1 | 1 | | | 0 | |
| | 1 | 89A | 1 | 1 | | | 0 | |
| P/S: u/s u/s u/s. | 1 | 26c | 2 | 1 | | | 0 | |
| REPAIRED. | | | | | | | | |

AF 6890 (ADP)/MIAS FORM 505 (ADP) Attached

Job Report Created

X

FOR WORKSHOP USE

| AF G890 Serial Number | Date of Demand | Date Received | Stores Required | COSA Section | NATO Stock Number | Qty. | Code Fault | Item | Dispatched |
|-----------------------|----------------|---------------|-----------------|--------------|-------------------|------|------------|------|------------|
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FOR RAF USE

Road Test Authorised By: [Redacted] Rank Name: [Redacted] Mileage In: [Redacted] Mileage Out: [Redacted]

Special Requirements: [Redacted] Certified Carried Out: [Redacted] Mileage Out: 9713

Approved: [Redacted] In Inspected: [Redacted] Estimated Date of Completion: [Redacted] Repairs Completed: [Redacted]

| Op. Code | Name | Trade | Signature | Counter Signature | Rank | Name | Start | Stop | Total Time | Mins | Hrs | Mins | Hrs | Mins | Hrs | |
|------------|------------|------------|------------|-------------------|------------|------------|------------|------------|------------|------|-----|------|-----|------|-----|-----|
| | | | | | | | | | | | | | | | | Day |
| X40/88A | [Redacted] | 1286C | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | 5 | 2 | 5 | 2 | 2 | 2 | 1 |
| [Redacted] | [Redacted] | 15360 | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | 5 | 2 | 5 | 2 | 2 | 2 | 1 |
| [Redacted] | [Redacted] | 944 | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | 5 | 2 | 5 | 2 | 2 | 2 | 1 |
| [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | 5 | 2 | 5 | 2 | 2 | 2 | 1 |
| [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | [Redacted] | 5 | 2 | 5 | 2 | 2 | 2 | 1 |

Co-ordination Signature: [Redacted] Rank Name: [Redacted]

D-2-8

| | | | | | | | | | |
|--------------|--------------|-------------|-----------------------|-----------------|----------------|-----|--|--------|--|
| Special Code | Repair Unit | RAF WITTING | Code | F 5 6 5 6 A 0 0 | Estimated Cost | Lab | | Spares | |
| | Holding Unit | RAF A SUP U | Code | F 0 1 4 6 A 0 0 | | | | | |
| Equipment | | TC4D | Code | 24320671 | | | | | |
| Contract No. | | | Regn. Mark/Serial No. | 30A184 | | | | | |

| | | | | |
|------------------|-------------------------|-----|-------|------|
| Days held up for | Job Dates | | | |
| Spares | Date | Day | Month | Year |
| Labour | Work demand | | | |
| Authority | Eqpt. received | 22 | 12 | 86 |
| Facilities | Completed | 22 | 12 | 86 |
| B | Reason for Work | | | |
| O | Defect Report Reference | | | |
| R | | | | |

| | | | | |
|------------------|-------------------------|-----|-------|------|
| Days held up for | Job Dates | | | |
| Spares | Date | Day | Month | Year |
| Labour | Work demand | | | |
| Authority | Eqpt. received | 22 | 12 | 86 |
| Facilities | Completed | 22 | 12 | 86 |
| B | Reason for Work | | | |
| O | Defect Report Reference | | | |
| R | | | | |

| | |
|-----------------------|---------------------|
| Single Item Disposal | Multi-Item Disposal |
| Category A Eqpt Usage | Qty. Rec'd |
| M/ies | Qty. Rep'd |
| Kms | Qty. BLR |
| Mr/Rv | Qty. B/SL |
| EFC | Qty. BER |

| |
|------------------------------|
| Power Pack Serial No. |
| New Power Pack Meter Reading |

| No. of times | Operation/Modification Codes | Man hours | | Catalogue Number | Qty. | Fault |
|--------------|------------------------------|-----------|------|------------------|------|-------|
| | | Hrs. | 1/10 | | | |
| 1 | 11, C, 2, 6, 4, A | 1 | | | 0 | |
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WORK TO BE DONE
 CHECK SECURITY OF EXPRESS MAIL
 22

FOR WORKSHOP USE

| AF 6890 Serial Number | Date of Demand | Date Received | Stores Required | COSA Section | NATO Stock Number | Qty. | Code Fault | Routed Items | |
|-----------------------------|----------------------|------------------|-----------------|-----------------|-------------------|------|---------------|--------------|------------------------|
| | | | | | | | | Item | Dispatched Received |
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FOR RAF USE

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|-------------------------------|--|----------------|--|------------------------------|--|-----------------------|--|-------------------------|--|
| Road Test | | Authorised By: | | Rank Name | | Certified Carried Out | | Rank Name | |
| Special Requirements Approved | | In Inspected | | Estimated Date of Completion | | Mileage Out | | Mileage In | |
| | | | | Day | | Month | | Year | |
| | | | | | | Repairs Completed | | Out Inspected | |
| Op. Code | | 1026A | | | | | | Co-ordination Signature | |
| Name | | [Redacted] | | | | | | [Redacted] | |
| Trade | | [Redacted] | | | | | | [Redacted] | |
| Signature | | [Redacted] | | | | | | [Redacted] | |
| Counter Signature | | [Redacted] | | | | | | [Redacted] | |
| Rank | | | | | | | | [Redacted] | |
| Name | | | | | | | | [Redacted] | |
| Grade | | | | | | | | [Redacted] | |
| Unit | | | | | | | | [Redacted] | |
| SOP | | | | | | | | [Redacted] | |
| Total Time | | / Hrs. / Mins. | | Hrs. / Mins. | | Hrs. / Mins. | | Hrs. / Mins. | |
| | | | | | | | | Rank Name | |

FOR WORKSHOP USE

| AF G&D Serial Number | Date of Demand | Date Received | Stores Required | COSA Section | NATO Stock Number | Qty. | Code Fault | Routed Items | |
|----------------------------|----------------------|------------------|-----------------|-----------------|-------------------|------|---------------|--------------|------------|
| | | | | | | | | Item | Dispatched |
| | | | | | | | | | |
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FOR RAF USE

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|----------------------|--|----------------|--|------------------------------|--|-----------------------|--|------------|--|-------------------------|--|------------|--|
| Road Test | | Authorised By: | | Rank Name | | Certified Carried Out | | Rank Name | | Mileage In | | 9724 | |
| Special Requirements | | | | | | Mileage Out | | | | Out Inspected | | | |
| Approved | | In Inspected | | Estimated Date of Completion | | Repairs Completed | | | | | | | |
| Op. Code | | IF 498 230D | | Day | | Month | | Year | | | | | |
| Name | | [REDACTED] | | [REDACTED] | | [REDACTED] | | [REDACTED] | | | | | |
| Trade | | [REDACTED] | | [REDACTED] | | [REDACTED] | | [REDACTED] | | | | | |
| Signature | | [REDACTED] | | [REDACTED] | | [REDACTED] | | [REDACTED] | | | | | |
| Counter Signature | | [REDACTED] | | [REDACTED] | | [REDACTED] | | [REDACTED] | | | | | |
| Rank | | [REDACTED] | | [REDACTED] | | [REDACTED] | | [REDACTED] | | Co-ordination Signature | | [REDACTED] | |
| Name | | [REDACTED] | | [REDACTED] | | [REDACTED] | | [REDACTED] | | Rank Name | | [REDACTED] | |
| Start | | [REDACTED] | | [REDACTED] | | [REDACTED] | | [REDACTED] | | Hrs. | | Mins. | |
| Stop | | [REDACTED] | | [REDACTED] | | [REDACTED] | | [REDACTED] | | Hrs. | | Mins. | |
| Total Time | | [REDACTED] | | [REDACTED] | | [REDACTED] | | [REDACTED] | | Hrs. | | Mins. | |

D-2-12

1000000000

FACTORIAL A

UO425

JOB NUMBER

| | |
|----------------|--|
| Estimated Cost | |
| Job | |
| Pages | |

RAFWITTERING
Code: 5656A00

RAFASUPU
Code: E0146A00

TCHD
Code: 24320671
Regn. Mark./Serial No.: 30AJ24

| | |
|------------------|--|
| Days held up for | |
| Spares | |
| Labour | |
| Authority | |
| Facilities | |

| | |
|-------------------------|---|
| Reason for Work | 0 |
| Defect Report Reference | |
| | |
| | |

| | |
|-------------|---------|
| Job Dates | |
| Date | 19/2/86 |
| Pay | 12/86 |
| Year | 86 |
| Work demand | |
| Expected | 19/2/86 |
| Completed | |

| | |
|------------------------------|--|
| Power Pack Serial No. | |
| New Power Pack Motor Reading | |

| | |
|----------------------|---|
| Single Item Disposal | 0 |
| Qty. Rec'd | |
| Qty. Rep'd | |
| Qty. BLR | |
| Qty. B/SL | |
| Qty. BER | |

| | |
|----------------------|---|
| Single Item Disposal | 0 |
| Qty. Rec'd | |
| Qty. Rep'd | |
| Qty. BLR | |
| Qty. B/SL | |
| Qty. BER | |

| No. of times | Operation/Modification Codes | Man hours | Catalogue Number | | Qty. | Fau. |
|--------------|------------------------------|-----------|------------------|-------------------|------|------|
| | | | COSA Section | NATO Stock Number | | |
| | | | | | 0 | |
| | | | | | 0 | |
| | 11415B | 3 | | | 0 | |
| | | | | | 0 | |
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| | | | | | 0 | |

AF 6890 (ADP)/MIAS FORM 505 (ADP) Attached Sheets

Job Report Checked

Signature

FOR WORKSHOP USE

| CP Code | Approved | Special Requirements | Authorised By | Rank Name | CCSA Station | NATO Study Number | Qty. | Code Fault | Reported Items | |
|---------|----------|----------------------|---------------|-----------|--------------|-------------------|------|------------|----------------|------------|
| | | | | | | | | | Item | Dispatched |
| | | | | | | | | | | |
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FOR RAF USE

| | | | | |
|----------------------|------------------------------|-------------------|-----------------------|-------------------------|
| Rank Test | Authorised By: | Rank Name | Certified Carried Out | Rank Name |
| Special Requirements | in Inspected | | Mileage Out 12203 | Mileage In 12213 |
| Approved | Estimated Date of Completion | Repairs Completed | Out Inspected | |
| CP Code | Day | Month | Year | |
| Name | 11158 | | | Co-ordination Signature |
| Trade | [Redacted] | | | [Redacted] |
| Signature | [Redacted] | | | [Redacted] |
| Counter Signature | [Redacted] | | | [Redacted] |
| Rank | [Redacted] | | | [Redacted] |
| Name | [Redacted] | | | [Redacted] |
| Start | Hrs. | Mins. | Hrs. | Mins. |
| Stop | Hrs. | Mins. | Hrs. | Mins. |
| Total Time | 3 | 00 | 00 | 00 |

D-2-14

PRESIDENT OF THE BOARD

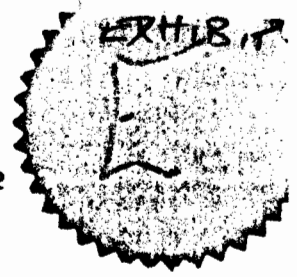
Certified True Copy

~~RESTRICTED~~

~~RESTRICTED~~

DECLASSIFIED

ORDER NO 2



PART X A

RESPONSIBILITIES - SNCO IC MT FLIGHT

1. The SNCO IC MT Flight is the deputy to the MT WO and is responsible to him for the organisation, administration, discipline and functional efficiency of all sections with the MT Flight, and the authorisation of F658, F658A, F658D and F893 during the MT WO's authorised absence.
2. He is specifically responsible for:
 - a. The overall supervision of the MT operating and Unit servicing section to meet all of the transport, including specialist vehicle, requirements of the Unit.
 - b. The allocation of drivers and technicians to convoy and unit tasks.
 - c. Ensuring that all flight personnel are made aware of their responsibilities and duties.
 - d. Detailing of NCOs to carry out NCO's monthly checks and checks on first line servicing.
 - e. Scrutinising Fs 658 and Fs 793 prior to submission to MTO for approval. In the interest of economy and efficiency, the maximum co-ordination is to be made in the use of mechanical transport.
 - f. The examination and testing of 'B' and 'C' class drivers, the issue of FMT600 and the maintenance of FMT 600 register.
 - g. The correct compilation and accuracy of all mechanical transport running servicing and management records and the signing of documentation prior to filing.
 - h. The initial investigation of all accidents involving mechanical transport and ensuring that FMT 3 has been correctly and accurately compiled and is to progress and dispatch in accordance with the requirements of JSP 341 Chap 18.
 - j. The safe custody and security of all vehicles, tools and equipment and ensure that 6 monthly checks are carried out on vehicle inventories.
 - k. Ensure that the correct spares, tools and equipment are readily available for the work within the MT Flight.
 - l. Ensuring that all defect signals STIs and SIs are complied with.
 - m. The initial investigation and reporting of defects in vehicles, ground support, test and servicing equipment and the compilation of Army form 3660 in conjunction with the WO IC MTSS.
 - n. Ensuring that correct technical practices, safety and fire precautions are rigidly enforced. This is to include driver continuation and load restraint training where necessary.
 - o. Ensuring that supervision is adequate and properly exercised at all times.

E-1

~~RESTRICTED~~

~~RESTRICTED~~

DECLASSIFIED

County Council and HGV Driving Licence # 111

Form 1629

| Number | Issuing Authority | Date of Expiry | Serial No. | Tested by | Date of Issue |
|------------------------|-------------------|-----------------------|------------|------------|---------------|
| DL C SWANSEA HGV | [REDACTED] | 3-3-2022 15 DEC 88 | 18 | [REDACTED] | 3/5/88 |

| Types of Vehicles Authorised to Drive | | | | | Billet | Certified NIL Driving ban AP3090(178) | | |
|---------------------------------------|-------|-------|-----------|-------|--------|---------------------------------------|---------|------------|
| Cat 1 | Cat 2 | Cat 3 | Cat 4 | Cat 5 | | Unit | Date | Signature |
| A B C | C | B | C D | | | MARKHAM | 25/6/79 | [REDACTED] |
| | E F | | E G H E F | | | BELIZE | 8/6/83 | [REDACTED] |
| | | | F S K | M | | BOURMER | 12-1-84 | [REDACTED] |

| Courses of Instruction Attended | | |
|---------------------------------|---------------------------------|--------|
| Date | Course | Result |
| | Courses of Instruction Attended | |

| Colour Vision Certificate | | |
|---------------------------|---------|----------------|
| CP Grade | Date | Signature M.O. |
| 2 | 25/6/88 | [REDACTED] |

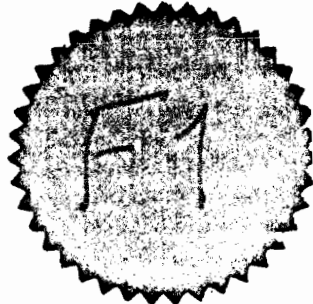
| Aircraft Movement Area Permit | | |
|-------------------------------|---------|-------------------|
| Unit | Date | Number |
| MARKHAM | 25/6/79 | MARKHAM/JUNE 79/5 |
| BELIZE | 8/6/83 | BEL/JUNE 83/45 |
| BOURMER | 12-1-84 | BOUR/SAN 84/16 |
| WITTERING | 5/3/85 | WITT/MAR 85/1A-3 |

| Date | Course | Result |
|------|-------------------------|------------|
| 1985 | AWARD (55 SCATER COACH) | PASS |
| 1985 | 7/1/85 | [REDACTED] |
| 1985 | 5/3/85 | [REDACTED] |
| 1986 | 15/3/86 | [REDACTED] |

| Driver Category | Unit Ser. No. | Licence Renewal Month and Year |
|-----------------|---------------|--------------------------------|
| A HGV I | 617 | 15 12 88 |

Certified True Copy

PRESIDENT OF THE BOARD



F-1

DVLC and HGV Driving Licence

FMT 600

| Number | Issuing Authority | Date of Expiry | Serial No | Tested by | Date of Issue |
|--------|-------------------|-----------------|-----------|-------------------|---------------|
| IV | [REDACTED] | LIFE June 87 | ASU 19 | R. ASU WITTING | 18-87 |

Type of Vehicles Authorised to Drive

Billet

Certified NIL Driving Ban

| Type of Vehicles Authorised to Drive | | | | | Billet | Certified NIL Driving Ban | | | |
|--------------------------------------|-------|---|---|-------|--------|---------------------------|----------|---------|------------|
| Cat 1 | Cat 2 | | | Cat 3 | Cat 4 | Cat 5 | Unit | Date | Signature |
| A B | A | B | C | B | | | WRATH | 31/7/84 | [REDACTED] |
| E | F | | | G | H | | Rafferty | 31/7/84 | [REDACTED] |
| | | | | J | K | L | | | |

Courses of Instruction Attended

| Date | Course | Result | Colour Vision Certificate | | |
|---------|---|--------|---------------------------|------|----------------|
| 23.9.85 | PREVIOUS F4-761 HELD IN GENERAL OFFICE 54 STR CALM 1731 ANNARL. | PASS | CP Grade | Date | Signature M.O. |
| | | | CP2 | | AS PER F MED @ |

Certified that I have read and understood M.T. orders for years noted below

FMT 600A

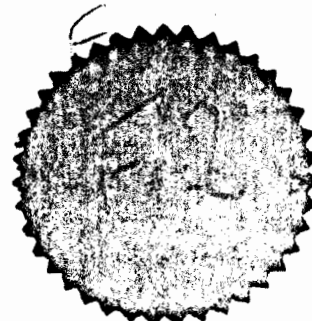
| Year | Date | Signature | Year | Date | Signature | Unit | Date | Number |
|------|---------|------------|------|------|-----------|-------|---------|--------|
| 1984 | | [REDACTED] | | | | WRATH | 31/7/84 | 4399 |
| 1985 | | [REDACTED] | | | | | | |
| 1986 | 16.1.86 | [REDACTED] | | | | | | |
| 1987 | 1-1-87 | [REDACTED] | | | | | | |

Date promoted present rank

| Service Number | Rank | Name & Initials | Trade | F1250 | Driver Category | Unit Ser. No | HGV Licence Renewal Month and Yr |
|----------------|------|-----------------|-------|-------|-----------------|--------------|----------------------------------|
| [REDACTED] | SAC | [REDACTED] | MPD | | HGV.1 | 17 | HGV - JUNE 1987 |

Certified True Copy

PRESIDENT OF THE BOARD



| Number | Issuing Authority | Date of Expiry | Serial No. | ISSUED Tested by | Date of Issue |
|------------|--------------------|------------------|------------|------------------|---------------|
| [REDACTED] | SPAIN DVLC SETH | LIFE AS BELOW | NWA/MT/43 | NIKDENRATH | 31-07-81 |

| Type of Vehicles Authorised to Drive | | | | | Billet | Certified NIL Driving Ban | | | |
|--------------------------------------|---|-------|---|-------|--------|---------------------------|---------|----------|------------|
| Cat 1 | | Cat 2 | | Cat 3 | Cat 4 | Cat 5 | Unit | Date | Signature |
| A | B | A | B | C | | | ST ADAM | 22.12.81 | [REDACTED] |
| E | | | | | G | H | N'RATH | 31-07-84 | [REDACTED] |
| | | F | | | I | K | | | |

| Courses of Instruction Attended | | | | | | | | | |
|---------------------------------|--|--|--|--|--|--|--|--|--|
| [REDACTED] | | | | | | | | | |
| Courses of Instruction Attended | | | | | | | | | |
| [REDACTED] | | | | | | | | | |

| Date | Course | Result | Colour Vision Certificate | | |
|---------|---|--------|---------------------------|------|----------------|
| 21-7-85 | TRAINING TO DRIVE TRUCKS & BUSES WITH 17 PASSENGERS | PASS | CP Grade | Date | Signature M.O. |
| 12-6-84 | HGV 1 COURSE | PASS | SAFE AS PER M.O. | | DOCS |
| 2-8-84 | SS STR COACH TAM | PASS | FMT 800A | | |

| Year | Date | Signature | Year | Date | Signature | Unit | Exp Date | Number |
|------|----------|------------|------|------|-----------|---------|----------|------------|
| 1981 | 22.12.81 | [REDACTED] | | | | ST ADAM | 22.12.81 | SAL 01/450 |
| | 20.12.81 | [REDACTED] | | | | N'RATH | 31-07-84 | 4399 |
| 1983 | 12.12.83 | [REDACTED] | | | | N'RATH | 31-7-85 | 4399 |
| 1984 | 31-6-84 | [REDACTED] | | | | | | |

Date promoted present rank _____

| Service Number | Rank | Name & Initials | Trade | F1250 | Driver Category | Unit Ser No | HGV Licence Renewal Month and Year |
|----------------|------|-----------------|-------|-------|-----------------|-------------|------------------------------------|
| [REDACTED] | SAC | [REDACTED] | M.D. | — | A. | 43 | HGV JUNE 1985 CC LIFE |

PRESIDENT OF THE BOARD

Certified True Copy
[REDACTED]

F-2 with
F-2-1.

(See F. MT. 3-3 for instructions)

F. MT. 3-1
(Revised)

TRAFFIC ACCIDENT REPORT OF AN INCIDENT IN RESPECT OF WHICH LEGAL CLAIMS OR PROCEEDINGS ARE ANTICIPATED - RN/ARMY/RAF/MOD (PE)/ROF *

Ø (Put crosses in appropriate small boxes)

* (Delete as appropriate)



| | | | |
|----------|---------------------------------|---|--|
| A | DATE 10 Jan 87 TIME 1550 HRS | PLACE (Location of accident) West Dean Farm County Wiltshire Country. UK | Policeman receiving report Number Name Station Force |
|----------|---------------------------------|---|--|

| | | |
|----------|--|---|
| B | <input type="checkbox"/> Moving Vehicle <input type="checkbox"/> Stationary Vehicle <input checked="" type="checkbox"/> Stationary property/object <input type="checkbox"/> Motor cycle/bicycle | <input type="checkbox"/> Pedestrian <input type="checkbox"/> Animal <input type="checkbox"/> Aircraft <input type="checkbox"/> Other |
| C | Copy from Road Fund Licence | |
| | Make | Registration Number |
| | Year of Manufacture | HP/CC/U.Wt./Sig. Cap. |
| | <input type="checkbox"/> LH Drive <input type="checkbox"/> RH Drive | <input type="checkbox"/> Tyres Good <input type="checkbox"/> Tyres Smooth |

| | | | |
|----------|--|---------------|--|
| G | NOMENCLATURE (e.g. 4 ton 4x4, Car 2 str., 4x2 etc.) TCHD 6 x 4 | | Date and type of last w/s Overhaul Inspection or Service |
| | REGISTRATION No. | MAKE | HP or CC |
| | 30AJ184 | AEC | 12473 |
| | | | DRIVE Ø LHRH <input type="checkbox"/> |
| H | NAME IN FULL (Surname first) | | RANK/RATING/GRAB |
| | [REDACTED] | | SAC |
| | SERVICE/STAFF No. | REGT/CORPS ** | AGE |
| | [REDACTED] | RAF | 21 |

Insurance Co.

Driver's name and address

Owner's name and address

Contact Telephone No.

| | | |
|----------|---|--|
| I | DRIVING EXPERIENCE | DRIVING BEFORE ACCIDENT |
| | Yrs. Months | Total for day of accident |
| | MOD 5 16 | Hrs. Mins. Miles |
| | No. of days if under 1 month | 1 2 0 1 58 |
| | Other 1 1 month | Since last rest of more than 10 mins. 0 4 0 1 2 0 |
| | WAS DRIVER UNDER INSTRUCTION 0 - No 1 - Yes | NUMBER OF PREVIOUS ACCIDENTS IN WHICH DRIVER HAS BEEN CONCERNED TO BLAME |
| | 0 | 0 |

D OTHER VEHICLE DAMAGE

(a) Indicate by arrow point of impact

(b) Nature of damage (in fullest detail) noting any previous defects

N/A

| | | |
|----------|---|--|
| J | UNIT NAME AND ADDRESS (in full inc. postal town or County) RAFASUPU, RAF Wittering, Peterborough Cams Unit identity Number | BFPO |
| | Unit's Civilian tel. No. including STD Code | UNIT'S FILE REF. |
| | [REDACTED] | RAFASUY/884/110/PI Support |
| K | JOURNEY FROM: classified TO: MO 419 | JOURNEY AUTHORITY SIGNED BY DEP MTO (if none signed reason must be given in Driver's statement) |
| L | VEHICLE AND LOAD DAMAGE (in fullest detail) | Load, nil damage Cab damaged Rear mud guards bent Diesel tank brackets bent |

| Witnesses | Names | | Addresses | | Telephone Numbers | | Position at time of accident | |
|--|----------------|----------------|------------|---|-------------------|---|---|---|
| | 1 | Cpl [REDACTED] | [REDACTED] | RAFASUPU, RAF Wittering Peterborough, Cams | [REDACTED] | [REDACTED] | [REDACTED] | <input checked="" type="checkbox"/> In MOD vehicle <input type="checkbox"/> In other vehicle <input type="checkbox"/> Elsewhere |
| 2 | Cpl [REDACTED] | [REDACTED] | " " " " | " " | " " | " " | <input type="checkbox"/> In MOD vehicle <input type="checkbox"/> In other vehicle <input checked="" type="checkbox"/> Elsewhere | |
| Injured Persons if in Armed Forces give Service No. and Unit | Names | | Addresses | | Age | Injury | | Doctor or Hospital |
| | 1 | - | - | - | - | <input type="checkbox"/> Slight <input type="checkbox"/> Serious <input type="checkbox"/> Fatal | - | |
| 2 | - | - | - | - | - | <input type="checkbox"/> Slight <input type="checkbox"/> Serious <input type="checkbox"/> Fatal | - | |

G-1

President of the Board

MOD VEHICLE

OTHER VEHICLE

Enter zeroes in boxes 1 - 6 if item not applicable

1-SIGNALS MADE BY

- 1 Hand
- 2 Horn
- 3 Indicator

0 0

2-TO SHOW

- 1 Turning left
- 2 Turning right
- 3 Slowing or Stopping
- 4 Ready to be overtaken
- 5 Overtaking
- 6 Hazard

3

3-LIGHTS ON

- 1 Tail/Side
- 2 L. Head
- 3 R. Head
- 4 Fog or Pass
- 5 Dipped

0 5

4-SIGNALS MADE BY

- 1 Hand
- 2 Horn
- 3 Indicator

0 0

5-TO SHOW

- 1 Turning left
- 2 Turning right
- 3 Slowing or Stopping
- 4 Ready to be overtaken
- 5 Overtaking
- 6 Hazard

0

6-LIGHTS ON

- 1 Tail/Side
- 2 L. Head
- 3 R. Head
- 4 Fog or Pass
- 5 Dipped

0 0

Seat Belt Details

| | Worn | Not Worn | Not Fitted | Casualty | Worn | Not Worn | Not Fitted | Casualty |
|------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Front: Driver | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Front: Passenger | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Rear: Passengers | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

ACCIDENT CIRCUMSTANCES Enter zeroes in boxes 01-09 if item not applicable

1. CONFIGURATION

- 1 Straight Road
- 2 Bend
- 3 Junction
- 4 Crossroads
- 5 Roundabout
- 6 Road Narrows
- 7 Parking Area
- 8 Cross Country
- 9 Airfield

0 1

2. ROAD SURFACE

- 1 Concrete/Tarmac
- 2 Cobbles/Setts/Wood Blocks
- 3 Earth/Gravel

1

3. WEATHER

- 1 Clear
- 2 Fog/Smoke
- 3 Rain or Hail
- 4 Snow or Sleet
- 5 Strong Wind
- 6 Other

0 1

4. STREET LIGHTS

- 1 Bright
- 2 Fair
- 3 Dim
- 4 None/Off

4

5. TRAFFIC

- 1 None
- 2 Light
- 3 Medium
- 4 Dense

2

P SPEEDS
Enter zeroes if not applicable

| | MOD VEHICLE | OTHER VEHICLE |
|-------------|-------------|---------------|
| On approach | 0 5 mph | 1 mph |
| On impact | 0 0 mph | 1 mph |
| Speed Limit | 6 0 | |

6. ROAD CONDITIONS

- 1 Dry
- 2 Wet
- 3 Icy
- 4 Muddy

3

7. GRADIENT

- 1 Level
- 2 MOD vehicle facing Uphill
- 3 MOD vehicle facing Downhill

3

8. TYPE OF CARRIAGEWAY

- 1 One-way street
- 2 Two-way street
- 3 Dual carriageway
- 4 Motorway (M)

2

9. PERIOD OF DAY

- 1 Dawn
- 2 Daylight
- 3 Dusk
- 4 Night

2

MOD CASUALTIES
Fatal Inj'd
0 0

ACCIDENT TYPE
**
1 7

MOD VEHICLE TYPE
**
K
Vehicle Code No.
2 4 3 2 9 6 7 1

** For codes see reverse of F. MT. 3-3

Did the accident occur on ground owned or requisitioned by a Government Department?

0 - No
1 - Yes 0

NOTE: Copy No. 1 for Claims Commission or the Insurers (as appropriate) and Copy No. 2 for the RCT Data Centre are to be despatched within 24 hours of accident occurring.

FOR RCT DATA CENTRE USE ONLY

DATE

TIME

RANK

D/T

LAO

CTY

FOR DATA CENTRE USE ONLY

1 2 3 4 5 6 7 8 9 10 11 12

I declare that the above particulars and my signed statement are true in every respect. I hereby authorise the representatives of the Ministry of Defence to act of my behalf in any proceedings which may be instituted against me arising out of the above traffic accident. I furthermore, I authorise the representatives of the Ministry of Defence, without further consultation with, or authority from me, to defend, compromise or settle any civil proceedings instituted against me (if necessary, by admitting liability) and generally so to conduct the matter as in their judgement may best serve the interests of the Crown.

U I CERTIFY THAT:

(*Delete whichever is inapplicable)

- 1. The MOD Vehicle was being driven
 - a. on duty/not on duty
 - b. on authorized route/not on authorized route
- 2. Sections A to V have been correctly and fully completed.
- 3. It is/it is not intended to hold an Inquiry/an investigation.

22 JAN 57 (Date) [Signature] (Signature of OC) [Rank/Status]

19 Driver's Signature (Date) This must be in Driver's handwriting not typed

SPACE FOR SKETCH OF SCENE OF ACCIDENT. (show the following points)

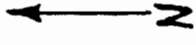
- 1. Road layout and all widths.
- 2. Position of vehicles before impact, with direction of travel of each vehicle.
- 3. Position of vehicles on impact.
- 4. Position of vehicles after impact.
- 5. Position and length of all skid marks.
- 6. Islands, obstructions, tramlines, etc.
- 7. Street names.
- 8. Village names or distances away.
- 9. Road numbers in country.
- 10. White lines and studs in roadway and road markings.
- 11. Traffic lights, traffic signs, pedestrian crossings, warning signs/restrictions.

See attached sketch

Signature must be witnessed by the driver and of two witnesses.

G-1

Certified true copy of original



FRONT WHEEL MARKS ON GRASSED VERGE
36.35m

REAR WHEEL MARKS ON GRASSED VERGE
20.4m

7.65m

FIELD

AREA 1.8m DEEP
GRASSED VERGE

TAMILACADAI ROAD

0.4m



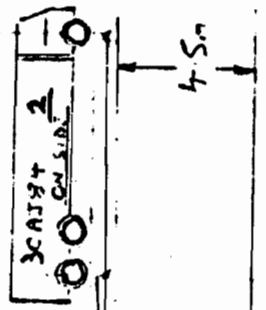
4.4m



CIVILIAN CAVALIER
UNKNOWN REG. NO.

0.45-0.5m

RAISED BANKING AND HILLSIDE



4.5m

WEST GRIMSTEAD

UNMARKED, UNCLASSIFIED ROAD

WEST EASE

- 1 TCHD 30A584 ON APPROACH
 - 2 TCHD 30A584 ON ITS SIDE
- SCALE 0.04 : 1

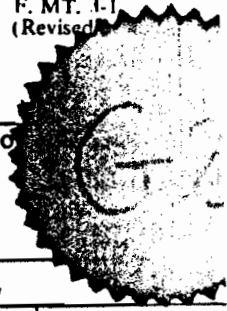
(See F. MT. 3-3 for instructions)

F. MT. 3-1
(Revised)

TRAFFIC ACCIDENT REPORT OF AN INCIDENT IN RESPECT OF WHICH LEGAL CLAIMS OR PROCEEDINGS ARE ANTICIPATED - RN/ARMY/RAF/MOD (PE)/ROF *

ø (Put crosses in appropriate small boxes)

* (Delete as appropriate)



| | | | |
|----------|---------------------------------|---|--|
| A | DATE 10 Jan 87 TIME 1550 HRS | PLACE (Location of accident) West Dean Farm County Wiltshire Country. UK | Policeman receiving report Number Name Station - Force |
|----------|---------------------------------|---|--|

| | | | |
|----------|--|--|--|
| B | OTHER VEHICLE - OBJECTS | | |
| ø | <input type="checkbox"/> Moving Vehicle | <input type="checkbox"/> Pedestrian | |
| | <input checked="" type="checkbox"/> Stationary Vehicle | <input type="checkbox"/> Animal | |
| | <input type="checkbox"/> Stationary property/object | <input type="checkbox"/> Aircraft | |
| | <input type="checkbox"/> Motor cycle/bicycle | <input type="checkbox"/> Other | |
| C | Copy from Road Fund Licence | | |
| | Make N/A | Registration Number N/A | HP/CC/U.Wt/ Stg. Cap. N/A |
| | Year of Manufacture | <input type="checkbox"/> LH Drive <input type="checkbox"/> RH Drive | <input type="checkbox"/> Tyres Good <input type="checkbox"/> Tyres Smooth |

| | | | |
|--------------------|--|--|------------------------------|
| G | MOD VEHICLE | | |
| | NOMENCLATURE (e.g. 4 ton 4x4, Car 2 str., 4x2 etc.) TCHD 6 x 4 | Date and type of last w/s Overhaul Inspection or Service 8.10.86 Inte | |
| | REGISTRATION No. 811 A E 13 | MAKE AEC | HP or CC 12473CC |
| | | DRIVE ø LHRH <input type="checkbox"/> ø | |
| H | NAME IN FULL (Surname first) [REDACTED] | | RANK/RATING/GRADE SAC (A) |
| MOD DRIVER DETAILS | SERVICE/STAFF No. [REDACTED] | REGT/CORPS ** RAF | AGI 24 |

| | |
|---------------------------|-----|
| Insurance Co. | N/A |
| Driver's name and address | N/A |
| Owner's name and address | N/A |
| Contact Telephone No. | |

| | | |
|----------|---|---|
| J | DRIVING EXPERIENCE | DRIVING BEFORE ACCIDENT |
| | Yrs. Months MOD 7 0 8 | Total for day of accident Hrs. Mins. Miles 1 2 10 158 |
| | No. of days if under 1 month Other 1 1 1 | Since last rest of more than 10 mins. 1 0 4 10 1 2 10 |
| | WAS DRIVER UNDER INSTRUCTION 0 - No 1 - Yes (enter 0 or 1) | NUMBER OF PREVIOUS ACCIDENTS IN WHICH DRIVER HAS BEEN- CONCERNED... 1 TO BLAME... 1 |

| | |
|----------|--|
| D | OTHER VEHICLE DAMAGE |
| (a) | Indicate by arrow point of impact |
| | |
| (b) | Nature of damage (in fullest detail) noting any previous defects |
| | N/A |

| | |
|----------|---|
| J | UNIT NAME AND ADDRESS (in full inc. postal town or County) RAFASUPU, RAF Wittering, Peterborough, Cambs |
| | Unit identity Number R 10 1 4 16 1A |
| | BFPO [REDACTED] |
| | Unit's Civilian tel. No. including STD Code [REDACTED] |
| | UNIT'S FILE REF. RAFASU/881/109/PI |
| | DISTRICT/CREATOR OR COMMAND Support |
| K | JOURNEY AUTHORITY SIGNED BY FROM: Classified (if none signed reason must be given in Driver's statement) TO: MO 419 |

| | |
|----------|---|
| L | VEHICLE AND LOAD DAMAGE (in fullest detail) |
| | Load nil damage Vehicle nil damage |

| | Names | Addresses | Telephone Numbers | Position at time of accident | |
|---|-----------------|--|-------------------|---|--------------------|
| Witnesses | 1 Cp [REDACTED] | RAFASUPU, RAF Wittering Peterborough, Cambs | [REDACTED] | <input checked="" type="checkbox"/> In MOD vehicle <input type="checkbox"/> In other vehicle <input type="checkbox"/> Elsewhere | |
| | 2 - | - | - | <input type="checkbox"/> In MOD vehicle <input type="checkbox"/> In other vehicle <input type="checkbox"/> Elsewhere | |
| Injured Persons If in Armed Forces give Service No. and Unit | Names | Addresses | Age | Injury ø | Doctor or Hospital |
| | 1 - | - | - | <input type="checkbox"/> Slight <input type="checkbox"/> Serious <input type="checkbox"/> Fatal | |
| 2 - | - | | | <input type="checkbox"/> Slight <input type="checkbox"/> Serious <input type="checkbox"/> Fatal | |

G-2

PRESIDENT OF TAF BOARD

MOD VEHICLE

OTHER VEHICLE

Enter zeroes in boxes 1-6 if item not applicable

| | | | | | |
|---|---|---|---|---|---|
| 1-SIGNALS MADE BY 1 Hand 2 Horn 3 Indicator | 2-TO SHOW 1 Turning left 2 Turning right 3 Slowing or Stopping 4 Ready to be overtaken 5 Overtaking 6 Hazard | 3-LIGHTS ON 1 Tail/Slide 2 L. Head 3 R. Head 4 Fog or Pass 5 Dipped | 4-SIGNALS MADE BY 1 Hand 2 Horn 3 Indicator | 5-TO SHOW 1 Turning left 2 Turning right 3 Slowing or Stopping 4 Ready to be overtaken 5 Overtaking 6 Hazard | 6-LIGHTS ON 1 Tail/Slide 2 L. Head 3 R. Head 4 Fog or Pass 5 Dipped |
| 00 | 3 | 5 | 00 | 0 | 00 |

| | | | | | | | | |
|-------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Seat Belt Details | Worn | Not Worn | Not Fitted | Casualty | Worn | Not Worn | Not Fitted | Casualty |
| Front: Driver | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Front: Passenger | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Rear: Passengers | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

ACCIDENT CIRCUMSTANCES
Enter zeroes in boxes 01-09 if item not applicable

| | | | | | |
|---|---|---|--|---|---|
| 1. CONFIGURATION 1 Straight Road 2 Bend 3 Junction 4 Crossroads 5 Roundabout 6 Road Narrows 7 Parking Area 8 Cross Country 9 Airfield | 2. ROAD SURFACE 1 Concrete/Tarmac 2 Cobbles/Setts/Wood Blocks 3 Earth/Gravel | 3. WEATHER 1 Clear 2 Fog/Smoke 3 Rain or Hail 4 Snow or Sleet 5 Strong Wind 6 Other | 4. STREET LIGHTS 1 Bright 2 Fair 3 Dim 4 None/Off | 5. TRAFFIC 1 None 2 Light 3 Medium 4 Dense | P SPEEDS Enter zeroes if not applicable MOD VEHICLE OTHER VEHICLE On approach 05 mph 010 mph On impact 010 mph 010 mph Speed Limit 60 |
| 6. ROAD CONDITIONS 1 Dry 2 Wet 3 Icy 4 Muddy | 7. GRADIENT 1 Level 2 MOD vehicle facing Uphill 3 MOD vehicle facing Downhill | 8. TYPE OF CARRIAGEWAY 1 One-way street 2 Two-way street 3 Dual carriageway 4 Motorway (M) | 9. PERIOD OF DAY 1 Dawn 2 Daylight 3 Dusk 4 Night | 01 | |

| | | | |
|-----------------------|----------------------|-------------------------|-------------------------|
| MOD CASUALTIES | ACCIDENT TYPE | MOD VEHICLE TYPE | Vehicle Code No. |
| Fatal: 00, Infd: 010 | ** L16 | ** K | 2,4,3,2,0,6,7,1 |

** For codes see reverse of F. MT. 3-3

Did the accident occur on ground owned or requisitioned by a Government Department?

0 - No
1 - Yes

NOTE: Copy No. 1 for Claims Commission or the Insurers (as appropriate) and Copy No. 2 for the RCT Data Centre are to be despatched within 24 hours of accident occurring.

| FOR RCT DATA CENTRE USE ONLY | DATE | TIME | RANK | D/T | OVI | CTY | FOR DATA CENTRE USE ONLY | | | | | | | | | | | |
|------------------------------|------|------|------|-----|-----|-----|----------------------------|--|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | 1 2 3 4 5 6 7 8 9 10 11 12 | | | | | | | | | | | |

I declare that the above particulars and my signed statement are true in every respect. I hereby authorise the representatives of the Ministry of Defence to act in my behalf in any proceedings which may be instituted against me arising out of the above traffic accident. Furthermore, I authorise the representatives of the Ministry of Defence, without further consultation with, or authority from me, to defend, compromise or settle any civil proceedings instituted against me (if necessary, by admitting liability) and generally so to conduct the matter as in their judgement may best serve the interests of the Crown.

22/1/1997 Driver's Signature [Redacted]
(Date) This must be in Driver's handwriting not typed

U I CERTIFY THAT: (Delete whichever is inapplicable)

- The MOD Vehicle was being driven
 - on duty/not on duty
 - on authorised route/not on authorised route
 - Sections A to V have been correctly and fully completed.
 - It is/is not intended to hold an Inquiry/an investigation.
- 22 Jan 87 [Redacted] for OC
(Date) (Signature of OC) (Rank/Status)
Name (in Capitals) [Redacted]

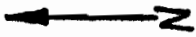
SPACE FOR SKETCH OF SCENE OF ACCIDENT. (show the following points)

- Road layout and all widths.
- Position of vehicles before impact, with direction of travel of each vehicle.
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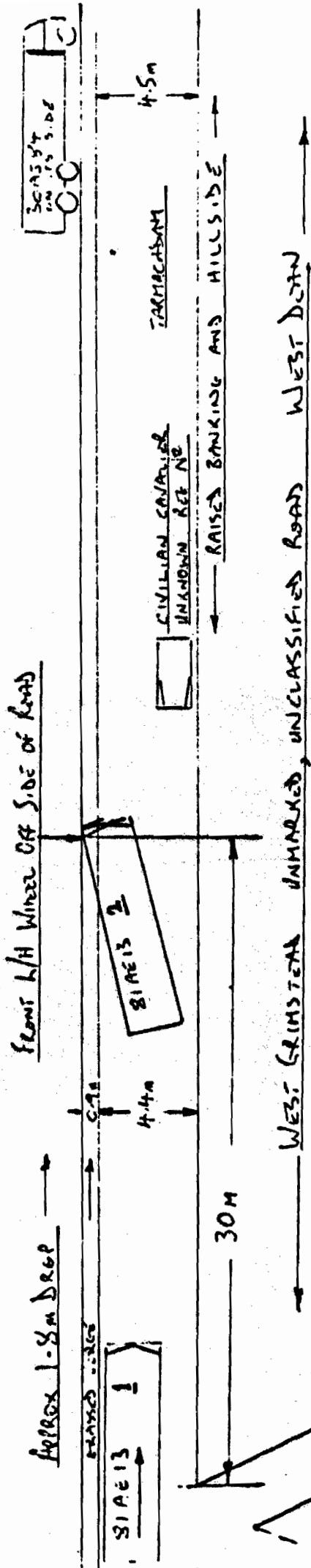
See attached sketch

NOTE: must be witnessed by the driver and of Service witnesses.

G-2-



FIELD



1 SIAE13 TCHS ON APPROACH

2 SIAE13 TCHS AT REST WITH F/LH WHEEL SUSPENDED

SCALE 0.04 : 1

G2-1

RAFASU/884/10918

KEY TO PHOTOGRAPHS OF ACCIDENT SITE

- 052/87G View looking East from Point B to Point D.
- 053/87G View looking West at Point E and D.
- 054/87G View looking West at Point E and D.
- 055/87G View looking South at Point D.
- 056/87G View looking South at Point D.
- 057/87G View looking East to Point D from 5m showing wheel tracks.
- 058/87G View looking West from Point C to Point B showing wheel tracks.
- 059/87G View looking West from Point B to Point A.

Cross Reference Points on Drawing at Exhibit B.

DECLASSIFIED



DECLASSIFIED



DECLASSIFIED



DECLASSIFIED

~~RESTRICTED~~ DECLASSIFIED



~~RESTRICTED~~

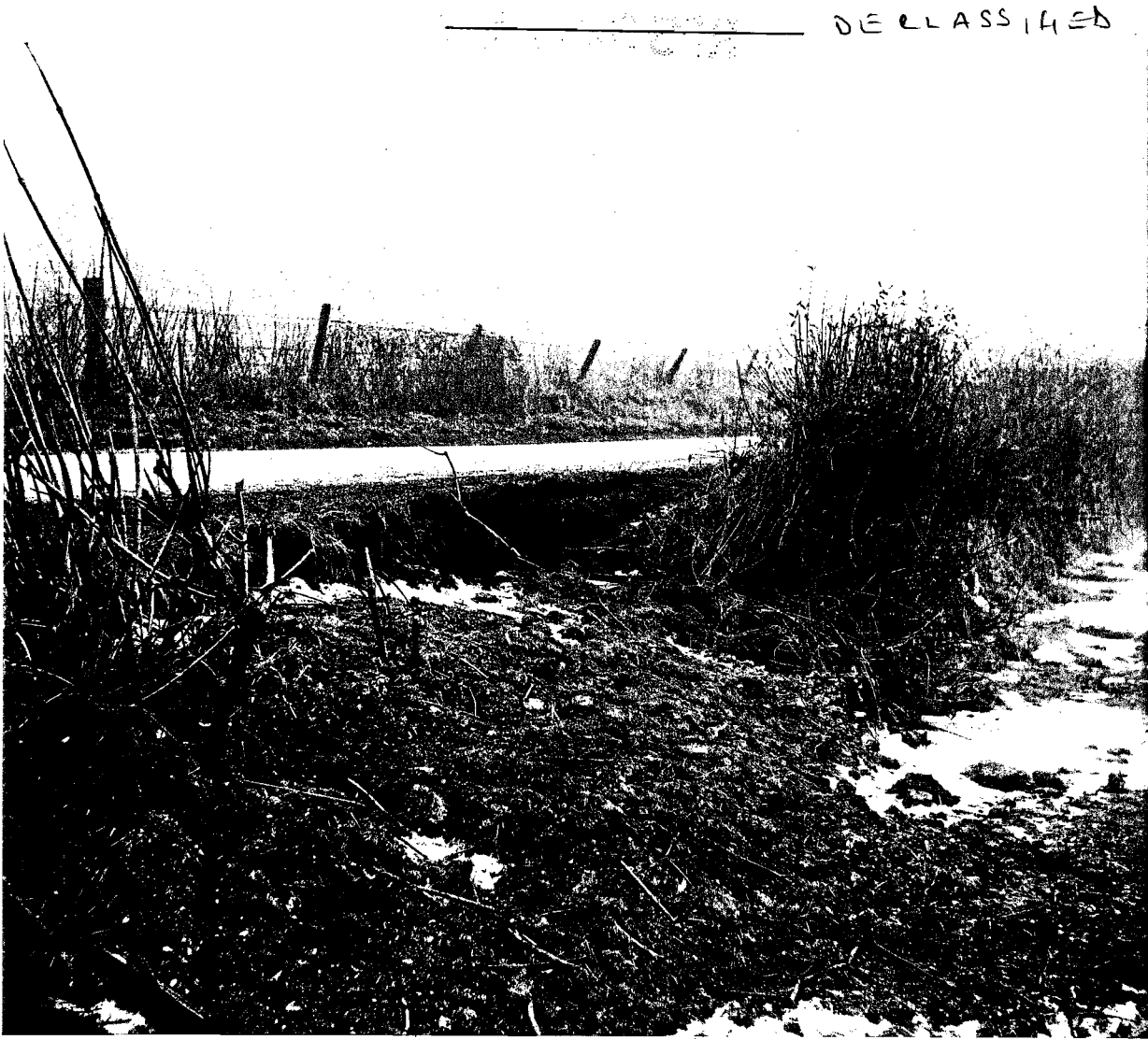
DECLASSIFIED

DECLASSIFIED



DECLASSIFIED

CONFIDENTIAL DECLASSIFIED



CONFIDENTIAL
DECLASSIFIED



~~CONFIDENTIAL~~
DECLASSIFIED



~~RESTRICTED~~
DECLASSIFIED

DECLASSIFIED



~~RESTRICTED~~

DECLASSIFIED