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DUTY ON WHICH ENGAGED:

Solo practice.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

*11/11/42*  
*11/11/42*  
Court Of Inquiry.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 3-2-42

COMPOSITION:

Port wing 8729 struck stbd. wing 8717 on approach - 8717 stall turned into ground, 8729 ground looped off runway.

Squadron Leader	D.D. Atkinson	No. 15	S.F.T.S.
FLT. LIEUTENANT	D.L.G. Jones	" "	" "
F/O	T.B. Akin	" "	" "

RECOMMENDATIONS: Lectures be given to all pupils stressing the inadvisability of making sudden alteration in the attitude of their A/C on receipt of a signal from the aerodrome control. Closer supervision over the airmen who are employed on aerodrome control duties. It is possible this accident might have been avoided had the airman shown a red light when he first realized that

ACTION TAKEN: there was danger of collision.

PRIMARY CAUSE:

~~Pilots, landing into a very strong sun, failed to see the Red light.~~

*6. collision*  
*(6)*

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER  
Daily inspection of Signal Lamps & pilots instructed in action to take when receiving Red light.

Conclusions of A.I.B.

Question of whether red flare should be fired at A/C in danger of collision, and whether or not a control officer should fire it.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C collided on approach.~~

RECORDED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_