



DUTY ON WHICH ENGAGED:

Sequences 6 7 8.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

*WILL*  
*TCA/PC*  
*TC/PC*

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Pilots of both A/C observed each other on opposite taxi strip leading on to runway and assumed that the other was not ready to take off. Pilot of A/C 2574 taxied on to runway in preparing to take off and collided with A/C 3001 which had preceded him.

PRIMARY CAUSE:

~~Gross carelessness on the part of the pilot of Harvard 2574 in that he failed to ascertain that No. 2 runway was clear while taxiing out and that a/c 3001 had already taxied out first.~~

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Pilot of A/C 2574 taxied into tail of A/C 3001.~~

*G. Callis (9)*

Investigating Officer's Report.

DATE: 30-3-42

COMPOSITION:

F.O. I.A. March (J3258) No. 8 S.F.T.S.  
Moncton, N.B.

RECOMMENDATIONS:

TAKE OFF CLEARANCES BY AERODROME CONTROL PERSONNEL HAVE BEEN CONSIDERED BUT AS THIS IS NOT ADVISABLE FOR A TRAINING STATION, IT IS RECOMMENDED THAT GREATER STRESS BE PLACED UPON THE PILOT ASCERTAINING THAT THE RUNWAY IS CLEAR BEFORE ATTEMPTING TO TAXI OUT FOR TAKE OFF."

ACTION TAKEN:

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

CONCLUSION OF A.I.B.

COLLISION ON RUNWAY WHEN PREPARING TO TAKE-OFF, CAUSED BY NEGLIGENCE OF INSTRUCTOR P.O. MARR IN THAT HE, AS CAPTAIN OF AIRCRAFT 2574, MOVED ON TO THE RUNWAY AFTER AIRCRAFT 3001, AND DID NOT MAKE SURE THAT THE RUNWAY WAS CLEAR BEFORE STARTING TO TAKE-OFF, AND NEGLIGENCE TO A LESSER DEGREE OF INSTRUCTOR FLIGHT SERGEANT GRIERSON, IN THAT HE, HAVING SEEN AIRCRAFT 2574 MOVING BEHIND HIM, DID NOT TAKE AVOIDING ACTION.

RECORDED BY

DATE

CHECKED BY

DATE