

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
TYPE OF A/C		CAUSES OF ACCIDENTS										STAGE OF FLIGHT																			
PILOT		OTHERS					AIRFRAME FAILURE					ENGINE FAILURE					MISCELLANEOUS														
UNIT		COM.			PLACE			DATE		TIME			CAUSES																		
14 (F) Sqdn.					Sea Island Airport			12-4-42		1205			HAND Q.																		
Rockcliffe, Ottawa A.F.H.Q.								H.Q. FILE		1300-AL137			INSTS.																		
A/C TYPE		No.			CRASH CAT.			SE		ME		DAY		NIGHT			WEATHER														
Bolingbroke		9041			C			x		x		x		x			DRKNS.														
Kittyhawk		AL137-C			B			x									AL-G SURF.														
NAME		RANK		No.		DUTY		INJURIES				SERIOUS				OTHER															
Heather, H.F. (Kittyhawk)		P/O		J5701		PP		Uninjured				FATAL		INJURY		UNDTD															
Barnard, L. (Bolingbroke)		F.S		R83101		P		Uninjured								PRIMARY															
McDonald, A. (Bolingbroke)		LAC		R77802		A.M.		Uninjured								TAXING															
												CARD SERIAL No.		LANDING																	
														TAKE-OFF																	
														FLIGHT																	
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS				FATAL															
Bolingbroke 9041				Serious								INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.			INJ.								
Mercury 2552				Serious								33		114		DUAL SOLO		DUAL SOLO		6			3RD.								
Mercury 2556				Slight												77		45		97		27			5						
Kittyhawk AL137				Serious																			4								
Allison A206641				Serious																			3								
SIGNAL No. & DATE		UNIT No. & DATE			COM. No. & DATE			REPORT			FILE			DATE			INJURY														
A-99																	5														
NATURE OF ACCIDENT																															

DUTY ON WHICH ENGAGED:

Training.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Court of Inquiry

DATE: 12-4-42

COMPOSITION:

F.L. R.I. Thomas.

R.C.A.F. Station Vancouver.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Bolingbroke aircraft 9041 belonging to 8 BR. Sqdn. was at east end of runway waiting to take off when Kittyhawk landed on runway from west to east and failed to stop in time to avert a collision.

RECOMMENDATIONS:

A proper control frequency is essential for a local air traffic. Ref. our signals S.97 d/15-4-42. No authority from A.F.H.Q. has yet been received at this station.

PRIMARY CAUSE:

~~Carelessness on the part of the pilot of the Kittyhawk in that he failed to land into wind, over-shot and collided with Bolingbroke 9041.~~

ACTION TAKEN:

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

ARRANGEMENTS HAVE BEEN MADE SINCE THE ACCIDENT TO ALLOW RADIO COMMUNICATION BETWEEN AIRCRAFT OF No. 4(F) SQUADRON AND THE CONTROL TOWER.

CONCLUSIONS OF A.I.B.

PILOT OF KITTYHAWK FAILED TO KEEP PROPER LOOKOUT FOR OTHER WHEN TAXIING, WITH RESULT THAT HIS AIRCRAFT COLLIDED WITH BOLINGBROKE IN POSITION TO TAKE OFF. THE PILOT OF THE KITTYHAWK MUST TAKE SOME OF THE BLAME, BUT THE AERODROME CONTROL SYSTEM OF THIS STATION REQUIRES ATTENTION. A LOADED VERY PISTOL, PROPERLY USED, WOULD PROBABLY HAVE GIVEN THE NECESSARY WARNING TO THE PILOT OF THE KITTYHAWK AND SO PREVENTED THIS ACCIDENT. MORE ATTENTION BY THE TRAFFIC CONTROL OFFICER IN THIS CASE MIGHT HAVE ENABLED HIM TO GIVE INSTRUCTIONS TO THE PILOT OF BOLINGBROKE TO MOVE OFF RUNWAY IN TIME.

CONTRIBUTING CAUSE

Obession

CONTROLLER WAS CARELESS IN GIVING INSTRUCTIONS TO THE PILOT OF BOLINGBROKE 9041 TO TAKE OFF WITHOUT ENSURING THAT THE OTHER END OF THE RUN-
SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~HAS ENTIRELY CLEAR OF APPROACHING AIR CRAFT. Aircraft collided.~~