

DUTY ON WHICH ENGAGED:

Formation flying.

COURT OF INQUIRY, INVESTIGATING OFFICER: *nil*

OR COMMANDING OFFICER'S REPORT: **Court of Inquiry**

DATE: 16-6-42 - 17-6-42

*ICA/PSE/FIN
129/28*

POSITION:

W/C C 24 CARTER, A.W.N. No. 15 SFTS CLARESHOLM, ALBERTA.

F/L J 3707 LAIDLAW, A.H.K. No. 7 SFTS MACLEOD, ALBERTA.

F/O J 4015 LAMB, J.D. No. 7 SFTS MACLEOD, ALBERTA.

RECOMMENDATIONS: Nil

ACTION TAKEN

"INSTRUCTIONS ARE BEING ISSUED TO ALL SERVICE FLYING TRAINING SCHOOLS IN THIS COMMAND TO THE EFFECT THAT ONE AIRCRAFT IN EVERY FORMATION IS TO BE IN CHARGE OF AN INSTRUCTOR WHO WILL OBSERVE AND CHECK ANY FAULTS OF THE PUPILS. AT SCHOOLS WHERE THERE IS A SHORTAGE OF INSTRUCTORS, EXPERIENCED STAFF PILOTS MAY BE DETAILED FOR THESE DUTIES."

ACTION TAKEN:

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

See Above.

CONCLUSIONS OF A.I.B. COLLISION IN MID AIR DURING FORMATION FLYING. THE EVIDENCE POINTS TO THE FACT THAT AIRCRAFT 6528 STRUCK THE TAIL OF AIRCRAFT AX166 CAUSING BOTH TO GO OUT OF CONTROL. THERE IS NOT SUFFICIENT EVIDENCE TO SHOW WHICH PILOT WAS TO BLAME.

NATURE OF ACCIDENT AND STAGE OF FLIGHT.

ONE AIRCRAFT APPEARED TO COME UP FROM UNDERNEATH AND STRIKE THE TAIL OF THE AIRCRAFT WHICH WAS LEADING. THE LEADING AIRCRAFT AX166 THEN WENT INTO A NOSE DIVE STRUCK THE GROUND ALMOST VERTICALLY. AIRCRAFT 6528, AFTER THE COLLISION, WENT INTO A SLOW SPIN, OUT OF CONTROL, STRUCK THE GROUND AND WAS TOTALLY DAMAGED. BOTH PILOTS WERE KILLED INSTANTANEOUSLY AND BODIES WERE FOUND IN THE WRECKAGE.

PRIMARY CAUSE:

~~ERROR OF JUDGMENT ON PART OF R115828 LAC-OLSON, E.O. IN THAT PILOT FORMATION FLYING HE ERRED IN ALLOWING HIS AIRCRAFT TO APPROACH THE FORMATION LEADER SO CLOSE AS TO STRIKE THE TAIL OF THE OTHER AIRCRAFT.~~

21. COLLISIONS. A/c. 1/1

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~ANSON 6528 STRUCK THE TAIL OF ANSON AX166 IN A MID AIR COLLISION.~~

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____