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A</td> <td colspan="2">SE</td> <td colspan="2">ME</td> <td colspan="2">DAY</td> <td colspan="2">NIGHT</td> <td colspan="14"></td> </tr> <tr> <td colspan="4">Anson III</td> <td colspan="2">8488-D</td> <td colspan="2">C3</td> <td colspan="2"></td> <td colspan="2">x</td> <td colspan="2">x</td> <td colspan="14"></td> </tr> <tr> <td colspan="4">NAME</td> <td colspan="2">RANK</td> <td colspan="2">NO.</td> <td colspan="2">DUTY</td> <td colspan="4">INJURIES</td> <td colspan="2">SERIOUS</td> <td colspan="14"></td> </tr> <tr> <td colspan="4">Welch T.R. (9603)</td> <td colspan="2">LAC.</td> <td colspan="2">R19434</td> <td colspan="2">pp.</td> <td colspan="4">Killed.</td> <td colspan="2">FATAL</td> <td colspan="2">INJURY</td> <td colspan="14"></td> </tr> <tr> <td colspan="4">Anderson R.D. 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DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

*MULT*

Sequence 26.

OR COMMANDING OFFICER'S REPORT:

Court of Inquiry

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 23-6-42.

*ICR/220/111*

Anson 8488 struck Anson 9603 while formation flying. Anson 9603 nosed over into a steep dive, from which it failed to recover. It dove to the ground and was totally damaged.

COMPOSITION:

*ICR/220*

PRESIDENT S/L PHILLIPS G.H.R. (CL680) No. 1 S.F.T.S.

MEMBERS F/L MACDONALD, D.C.S. (C1634) No. 5 S.F.T.S.

MEMBERS P/O SMITH C.R.B. (C9973) No. 5 S.F.T.S.

RECOMMENDATIONS:

STATION STANDING ORDERS SHOULD BE AMENDED TO ESTABLISH A MINIMUM HEIGHT OF 3000 FEET FOR FORMATIONS EXCEPT WHEN AUTHORIZED TO GO BELOW THAT HEIGHT BY A RESPONSIBLE OFFICER SUCH AS A FLIGHT COMMANDER. THAT NO STUDENT FORMATIONS OF MORE THAN 2 AEROPLANES BE ALLOWED UNLESS AUTHORIZED BY A RESPONSIBLE OFFICER SUCH AS A FLIGHT COMMANDER. THAT RESTRICTIONS BE PLACED ON THE TYPE OF FORMATION TO BE DONE BY STUDENT PILOTS. THAT UNAUTHORIZED FORMATIONS BE SPECIFICALLY FORBIDDEN IN STATION STANDING ORDERS. AUTHORIZATION FOR FORMATION FLIGHTS SHOULD STATE - POSITION OF EACH A/C. WHICH PILOT IS TO LEAD. ANY CHANGES OF FORMATION THAT ARE TO BE MADE

PRIMARY CAUSE:

~~Disobedience of orders on the part of the pilot of Anson 8488, he not having been authorized to fly in formation with Ansons 9603 and 8277.~~

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER PILOT OF ANSON 8488 LAC. ANDERSON WAS TRIED BY COURT MARTIAL AND SENTENCED AS A RESULT OF THIS ACCIDENT.

CONCLUSIONS OF A.I.B.

AGREE WITH THE FINDINGS. CONSIDERED THAT OFFICER CHANGING FIRST AUTHORIZATION SHOULD HAVE DEFINITELY INFORMED LAC. ANDERSON OF CHANGE. PERSONNEL AUTHORIZING FLIGHTS SHOULD LEAVE NO DOUBT IN PUPILS MINDS AS TO WHAT PRACTICES ARE TO BE CARRIED OUT.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft struck ground out of control. Port propellor of 8488 struck the tail control surfaces of 9603 causing it to crash.

*21 COLLISIONS A/C.*

*21*

RECORDED BY

DATE

CHECKED BY

DATE