

32	JU.	TECH.	DISOB.	NEG/NC	INEX/PC	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTRS.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND GEAR	FLOATS	FUSE. OR HULL	TAIL SKID OR W.	ENGINE MOUNT	MISCEL.	UND/TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT SYS.	LUBIN SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND/TD	PRIMARY
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TYPE OF A/C: PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE

CAUSES OF ACCIDENTS  
 UNIT 32 S.F.T.S. COM. 4 PLACE HOLOMQUIST, 18 MILES S AND 66 MILES WEST OF MOOSE JAW. DATE 25-7-42 TIME 1920  
 Moose Jaw H.O. FILE 1300-AJ755

A/C TYPE Harvard 11 No. AJ755-D CRASH CAT. A C 2 SE x ME DAY NIGHT x  
 Harvard 11 2637

NAME		RANK	No.	DUTY	INJURIES	SERIOUS	
						FATAL	INJURY
Bryant G.I. AJ755		LAC.	R100995	PP	Killed.		
Gabrielsen O. 2637		Pte.	746	PP	Uninjured.	1	

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS							
						INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS	
Harvard 11 AJ755		Totally											
Wasp3H1 213588		Totally				20	20	66	15	104	108		
Harvard 11 2637		Slight				22	19	34	47	101	104		
Wasp3H1 4335		Nil											

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
A-838 25-7-42					

NATURE OF ACCIDENT

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
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MISCELLANEOUS CAUSES  
 HAND Q  
 WEATHER  
 DRYNS  
 ALG SURF.  
 OTHER  
 UND/TD  
 PRIMARY  
 TAXIING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATRY  
 FATAL  
 INJ  
 3RD

TYPE OF ENGINE  
 CATEGORY  
 D C B A Y R I L 12 11 10 9 8 7 6 5 4 3 2 1

DUTY ON WHICH ENGAGED:

Formation practice.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Court of Inquiry ✓

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Collision in flight between two A/C of different formations after break up. Wing tip of A/C AJ755 contacted propellor and cowling of A/C 2637.

DATE: 27/7/42.

COMPOSITION:

PRECIDENT- W/CDR. SCRAGG C	34 S.F.T.S.
MEMBERS - F/Lt. HALLS A.S.	32 S.F.T.S.
" F/O BROWN R.L.	39 S.F.T.S.

ICA/PCL

ICA/PC-1/A

RECOMMENDATIONS: NIL.

OBSERVATIONS BY A.C.C.

IT SEEMS A STRANGE COINCIDENCE THAT TWO FORMATIONS OF THREE A/C SHOULD ARRIVE OVER HALONQUIST, 75 MILES FROM THEIR AERODROME, AT THE SAME TIME. AND THAT THE LEADERS OF THESE FORMATIONS SHOULD DECIDE THAT THEY WERE LOST AND FORMATIONS BREAK UP. OTHER POINTS IN THIS CONNECTION INDICATE A PRE-ARRANGED "BEAT UP" OF HALONQUIST AND THE EVIDENCE AVAILABLE IS NOT SUFFICIENT TO CONVICT THE FIVE SURVIVING PILOTS ON A CHARGE OF DISOBEYING FLYING REGULATIONS.

ACTION TAKEN:

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

NIL.

CONCLUSIONS OF A.I.B.

AGREE WITH THE FINDINGS AND A.C.C.'S LETTER.

AJ755 CRASHED AND 2637 WAS FLOWN BACK TO

THE STATION SLIGHTLY DAMAGED.

PRIMARY CAUSE:

POOR VISIBILITY IN SMOKE HAZE.

*21. Collision A/C*

*(21)*

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~COLLISION IN FLIGHT.~~

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_