

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		PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE															
TYPE OF ENGINE		UNIT		COM.		PLACE										DATE		TIME													
CATEGORY		5 B & G School		2		M.A.										23-7-42		1108													
		Dafoe, Sask.														H.Q. FILE		1100-19-25													
		A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT																	
		Battle		1925		A																									
		Battle		2066 - D		A																									
		NAME		RANK		NO.		DUTY		INJURIES		SERIOUS																			
		Parker J.E.		Sgt.		GB1333209		PP		Seriously Injured.		FATAL INJURY																			
		Dunn E.H.		SGT.		R107546		PP		Killed.		3 4																			
		Bail J.P.A.		LAC.		R117507		AG		Killed.		CARD SERIAL NO.																			
		Bowden M.W.		LAC.		R10779		AG		Dangerously Injured.																					
		Ward R.A.		AC2.		R166326		PASS		Dangerously injured.																					
		Nickerson O.V.		LAC.		R104157		AG		Killed.																					
		Parker R.C.		LAC.		R105525		AG		Slightly injured.																					
		TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																	
		Battle		1925		Total																									
		Merlin		23255		Serious																									
		Battle		2066		Total																									
		Merlin		2037/8918		Serious																									
		SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																			
		A-36		23-7-42																											
		NATURE OF ACCIDENT																													

CAUSES
 HAND O.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UNDTD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD.
 4TH.
 5TH.
 6TH.
 7TH.
 8TH.
 9TH.
 10TH.
 11TH.
 12TH.
 13TH.
 14TH.
 15TH.
 16TH.
 17TH.
 18TH.
 19TH.
 20TH.
 21ST.
 22ND.
 23RD.
 24TH.
 25TH.
 26TH.
 27TH.
 28TH.
 29TH.
 30TH.
 31ST.
 32ND.

DUTY ON WHICH ENGAGED:

Scheduled gunnery exercise.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Mid air collision at approximately 900 feet South East of No. 1 runway. Both pilots returned to aerodrome at same time to effect landings. Neither pilot observed the other with the result that aircraft collided in mid-air.

PRIMARY CAUSE:

~~Staff pilots failed to keep proper lookout for other A/C after joining the circuit and on the approach to land.~~

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Mid air collision.

COURT OF INQUIRY

DATE: 24-7-42.

COMPOSITION:

G/C Dipple, W.B. No. 7 B & G School
F/A Miller, W.B. No. 4 S.F.T.S.
P/O Peglar, W.B. No. 5 B & G School.

RECOMMENDATIONS: This court recommends that a runway guard be stationed at the end of the runway in use, to give warning to A/C of any dangerous traffic conditions existing in the circuit. This court also recommends that the attention of all pilots be directed continuously to the importance of looking towards the Control Tower when making their landing approach.

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.

MID AIR COLLISION. STAFF PILOTS FAILED TO KEEP PROPER LOOKOUT FOR OTHER A/C AFTER JOINING THE CIRCUIT AND ON THE APPROACH TO LAND. A CONTRIBUTING FACTOR MAY HAVE BEEN THAT SGT. PARKER, PILOT OF 1925, DID NOT OBEY THE CIRCUIT REGULATIONS OF THE AERODROME IN THAT HE LET DOWN FROM 1500 FT. TO 1200 FT. ON THE DOWN WIND LEG OF THE CIRCUIT WHICH PROBABLY PLACED HIM IN CLOSE PROXIMITY TO BATTLE 2066, ABOVE AND SLIGHTLY TO THE REAR. THE RECOMMENDATIONS OF THE COURT ARE CONCURRED IN.

Sgt. Parker's attempts to extricate his companions from burning wreckage brought to the attention of the C.I.S. with a view to recommending for award of the D.F.C.

RECORDED BY

DATE

CHECKED BY

DATE

21. collisions etc
21