

32	JU.	31	TECH.	30	DISOB.	29	NEG/NCE	28	INEX/PNCE	27	MISCEL.	26	INSTRUCT.	25	FLT. CONTR.	24	OTHERS	23	PRIMARY	22	FL. CONTRS.	21	MOV. SURFS.	20	STAR. SURFS.	19	W. STRUTS	18	LAND. GEAR	17	FLOATS	16	FUSE. OR HULL	15	TAIL SKID OR W.	14	ENGINE MOUNT.	13	MISCEL.	12	UND/TD	11	PRIMARY	10	FUEL SYS.	9	COOL SYS.	8	IGNIT. SYS.	7	LUB'G N SYS.	6	ENG. STR.	5	AIRSCREW A.	4	ENG. CONTRS.	3	MISCEL.	2	UND/TD	1	PRIMARY																																																																																																																																												
3	2	1	PILOT	4	OTHERS	5	AIRFRAME FAILURE					6	ENGINE FAILURE										7	CAUSES OF ACCIDENTS										8	MISCELLANEOUS										9	STAGE OF FLIGHT																																																																																																																																																													
10	11	12	UNIT	13	36 E.F.T.S.	14	COM.	15	4	16	PLACE	17	1 mile S.W. of M.A.	18	DATE	19	29-7-42	20	TIME	21	1100	22	HQ FILE	23	1300-FD980	24	A/C TYPE	25	Stearman	26	No.	27	FD990-1	28	CRASH CAT.	29	A	30	SE	31	ME	32	DAY	33	NIGHT	34	Stearman	35	No.	36	FD980	37	CRASH CAT.	38	A	39	SE	40	X	41	ME	42	X	43	DAY	44	X	45	NIGHT	46	NAME	47	RANK	48	No.	49	DUTY	50	INJURIES					51	SERIOUS		52	FATAL	53	INJURY	54	Clark A.G.	55	P/O	56	109875	57	F.I.	58	980	59	Killed.	60	Brand F.J.	61	LAC.	62	1337274	63	P.P.	64	750	65	Killed.	66	Gross D.M.	67	LAC.	68	1387747	69	P.P.	70	970	71	Killed.	72	CARD SERIAL No.		73	NATURE OF ACCIDENT										74	SIGNAL No & DATE	75	UNIT No & DATE	76	COM. No. & DATE	77	REPORT	78	FILE	79	DATE	80	A-212	81	29-7-42	82	CAUSES										83	HAND Q.	84	INSTS.	85	WEATHER	86	DRWS.	87	AL'G SURF.	88	OTHER	89	UND/TD	90	PRIMARY	91	TAXING	92	LANDING	93	TAKE OFF	94	FLIGHT	95	STATRY	96	FATAL	97	INJ.	98	3RD	99	5th	100	1st
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	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100																																																																																																								

UNIT 36 E.F.T.S. COM. 4 PLACE 1 mile S.W. of M.A. DATE 29-7-42 TIME 1100
 Pearce, Alta. 4 HQ FILE 1300-FD980

A/C TYPE Stearman No. FD990-1 CRASH CAT. A SE ME DAY NIGHT
 Stearman FD980 A X X

NAME	RANK	No.	DUTY	INJURIES		SERIOUS	
				FATAL	INJURY	FATAL	INJURY
Clark A.G.	P/O	109875	F.I. 980	Killed.		3	
Brand F.J.	LAC.	1337274	P.P. 750	Killed.			
Gross D.M.	LAC.	1387747	P.P. 970	Killed.			
						CARD SERIAL No.	

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.
							DUAL	SOLO	DUAL	SOLO	
Stearman FD980	Totally						1	129			
Continental 51892/13255	Totally.						11		11		
Stearman FD990	Totally.						14			5	
Continental 51904/13267	Totally.										

SIGNAL No & DATE UNIT No & DATE COM. No. & DATE REPORT FILE DATE
 A-212 29-7-42

NATURE OF ACCIDENT

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Dual instruction.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 30-7-42.

COURT OF INQUIRY

A/C collided in air. THE A/C WERE
NOTED TO BE ABOUT 1000 FEET UP. STEARMAN
420 HAD ITS TAIL UNIT OUT OFF AND TOE PORT
ENGINE ALSO BROKE AWAY. THIS A/C WENT OUT OF
CONTROL AND CRASHED TOTALLY DAMAGED. STEARMAN
420 APPEARED TO BE PARTLY UNDER CONTROL AND
A/C ONE WAS MET NEARLY AS STEEP AS THAT OF
A/C TWO. A/C CRASHED AND BURNED AFTER TOUCH-
ING DOWN ON ITS PORT WHEEL. THE PILOT JUMPED
AND BODY WAS FOUND ABOUT 100 FEET UP. HIS
ATTEMPT TO USE HIS PARACHUTE WAS MADE.

COMPOSITION:

S/L GORDON C.D. No. 7 S.F.T.S. *IKCA/RL*
F/L THAME J.A. No. 36 E.F.T.S. *IKCA/*
S/L PALMER I.K.C. No. 36 E.F.T.S.

RECOMMENDATIONS:

THAT SOLD FLYING BE CARRIED OUT FROM THE REAR COCKPIT. THAT STUDENT
PILOTS BE MORE STRONGLY IMPRESSED WITH THE NECESSITY OF MAINTAINING A
CONSTANT AND VIGILANT LOOK OUT.

OBSERVATIONS BY A.C.C.

ONE OF THE CONTRASTING REASONS FOR THIS ACCIDENT IS CONSIDERED TO BE
THE EXTREMELY LIMITED FIELD OF VISION AVAILABLE TO THE STUDENT PILOT
IN THE FRONT SEAT OF STEARMAN F2000, EVEN THOUGH THE INSTRUCTOR IN THE
BACK SEAT OF F2000 SHOULD HAVE BEEN KEEPING A GOOD LOOKOUT. THE A.C.C.
No. 4 T.C. CONCURS IN THE RECOMMENDATION OF THIS COURT THAT STEARMAN A/C

ACTION TAKEN: SHOULD BE FLOWN SOLD FROM THE BACK SEAT.

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

CONCLUSIONS OF A.I.B.

AGREE WITH THE FINDINGS.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

A/C COLLIDED IN AIR.

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____

2. collisions etc
(21)