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DUTY ON WHICH ENGAGED:

Flying programme for press party.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

COURT OF INQUIRY

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 28-11-42.

Harvard 3117 crossed in front of Kittyhawk. STBD wing of Kittyhawk struck tail of Harvard. Harvard dove into No. 3 Runway and burst into flames, sliding along concrete and finally coming to rest off No. 3 runway about 1000' from intersection. Kittyhawk climbed in N.W. direction, rolled on back in sort of barrel roll, with pieces falling from it, then dove into ground west of runways and exploded.

COMPOSITION:

S/L Cowan, E.W. (C853) A.D. 3 O.T.U.
F/L Dobson, R. (C1583) 4 (BR) Sqdn. Ucluelet, B.C.
P/O Wiley, B.K. (J13334) 135 (F) Sqdn.

RECOMMENDATIONS:

Severest disciplinary action should be taken against any pilots guilty of recklessness or breaches of flying regulations. Should be clearest understanding between pilots as to nature of exercises to be carried out.

Primary Cause:

Low flying.

Further information see Accident Summary No. 666.

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.

MID AIR COLLISION AT LOW ALTITUDE DURING OR IMMEDIATELY FOLLOWING A DISPLAY OF FLYING FOR PRESS AND MOTION PICTURE REPRESENTATIVES ARRANGED BETWEEN THE ACTING COMMANDING OFFICER OF THE SQUADRON WHO WAS KILLED IN THE ACCIDENT AND THE COMMAND PUBLIC RELATIONS OFFICER. THE PILOTS OF RESPECTIVE A/C FAILED TO KEEP A SUFFICIENT LOOK OUT FOR OTHER A/C. THE EVIDENCE DISCLOSES A LACK OF UNDERSTANDING OF AUTHORITY BY THE PUBLIC RELATIONS OFFICER AND THE ACTING OFFICER OF THE SQUADRON. IT IS CONSIDERED THAT ALL SUCH VISITS OF PRESS AND PICTURE AGENCIES SHOULD BE DEFINITELY ARRANGED AS TO WHAT CAN AND CAN NOT BE DONE IN SERVICE A/C WHILE AT A UNIT.

RECORDED BY

DATE

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~mid air collision at low altitude.~~

42 UNAUTH. LOW FLYING.

CHECKED BY

DATE