

PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE				
CAUSES OF ACCIDENTS												
UNIT		COM.		PLACE				DATE		TIME		
5 S.F.T.S.				Main Aerodrome				6-1-43		1215		
Brantford, Ont.		# 1						H.Q. FILE		1100-75-99		
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY NIGHT		
Anson II		8277		A				X				
Anson II		7599 - D		B				X		X		
NAME			RANK		NO.		DUTY		INJURIES			
Collins, R.C. 7599			LAC		R137840		PP		Severely			
Fallis, E.K. 8277			LAC		R61568		PP		Slightly			
									SERIOUS			
									FATAL INJURY			
									2			
									CARD SERIAL No.			
									X			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		
Anson II		8277		Totally								
L6MB		P17784 & S17785		Serious								
Anson II		7599		Serious								
L6MB		P25549 & S26970		Slight								
SIGNAL No. & DATE			UNIT No. & DATE			COM. No. & DATE			REPORT		FILE	
A 3			6-1									
NATURE OF ACCIDENT												

- 19 )
- 18 )
- 17 )
- 16 )
- 15 )
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- 3 )
- 2 )
- 1 )

MISCELLANEOUS CAUSES  
 STAGE OF FLIGHT

TYPE OF A/C  
 TYPE OF ENGINE  
 CATEGORY

- 19 )
- 18 )
- 17 )
- 16 )
- 15 )
- 14 )
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- 1 )

HAND Q.  
 INSTS.  
 WEATHER  
 DRINKS.  
 AL'G SURF.  
 OTHER  
 UND'TD  
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 LANDING  
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DUTY ON WHICH ENGAGED:

Sequences 13 and 15. - 7599.  
Sequences 6-7-8-21A. SE Landing -8277

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

D.14

*MULT*

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 7-1-43

COMPOSITION:

S/L Krug, K.E. (C478) No. 9 S.F.T.S., Centralia, Ont.

*ICR/PCL  
ICR/PCL/KR*

Aircraft approaching to land one above the other approx. 100 feet above ground. ~~Lower aircraft pulled up into aircraft above.~~ Both got out of control and crashed at end of runway.

RECOMMENDATIONS:

Recommend that Westinghouse type of "light gun" be used and orders issued that direction and altitude be maintained on receipt of a red warning signal. A.O.C. recommends that A.F.T.I. 2/20 (Command Inst. 103/4) be amended to provide for light gun to be used instead of Very light to prevent pilot of lower A/C ACTION TAKEN: seeing signal and pulling up into A/C above  
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

(A) Both Log Books being endorsed "Carelessness".

Conclusions of A.I.B. - Mid-air collision. Poor airmanship by both pupils in failing to maintain proper lookout when landing.

PRIMARY CAUSE:

~~45. Collision.~~



*21*  
*Collision - A/C.*

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Failure on part of pupils to look around.~~

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

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