

TYPE OF A/C		PILOT	OTHERS		AIRFRAME FAILURE												ENGINE FAILURE										CAUSES OF ACCIDENTS		HAND Q.		
		UNITS		COM.		PLACE		DATE		TIME		H.O. FILE																			
TYPE OF ENGINE		No. 11 E.F.T.S. Cap de la Mad.		# 3		3 miles west of local Airport.		12-3-43		1405		1700-4561		A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT		MISCELLANEOUS			
CATEGORY		NAME		RANK		No.		DUTY		INJURIES		SERIOUS		CARD SERIAL NO.		TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS		STAGE OF FLIGHT	
		Newton, C.J.		WO2		R82226		P		Serious (4964)		FATAL		INJURY																	
		McKellar, G.A.		CPL		R86780		P		Fatal		1		3																	
		MacIntyre, J.A.A.		WO2		R77488		P		Slight (4561)																					
		Boudreau, J.C.R.H.		LAC		R136774		P		Slight																					
		Finch II		4694		Total																									
		Kinner B5		6173		Serious																									
		Finch II		4561		Total																									
		Kinner		6191		Serious																									
		SIGNAL No & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE																			
		A 102		13-3-43																											
		NATURE OF ACCIDENT																													

DUTY ON WHICH ENGAGED:

Routine instructional flights.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Two dual aircraft collided in air and both aircraft spun to the ground.

DATE: 13 March/43

INVESTIGATING OFFICER

COMPOSITION:

S.L. Draper, G.C., #3 TC HQ.

*1 LCA / Pilot
1 LCA / Pilot / XO*

RECOMMENDATIONS:

That some method be adopted of continually impressing on pilots the necessity of keeping a proper lookout at all times, as I believe the great majority of pilots become careless in this respect.

PRIMARY CAUSE:

~~26. Collision in the air.~~

~~Failure on the part of one or both pilots to keep a proper lookout.~~

2. Collision in the air

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B. (822)

Both A/C, each with instructor and pupil, on authorized dual instrument flights, spun out of control following collision at 1,000 ft. under conditions of good visibility. Occupants of each A/C failed to keep a proper lookout for other A/C.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY

DATE

CHECKED BY

DATE