

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
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
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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				CAUSES OF ACCIDENTS					
UNIT #135 Squadron	COM. Patricia Bay		WAC		PLACE 5 miles east of Lady smith, B.C.				DATE 8.5.43		TIME 1530		H.Q. FILE 1100-54-5					
A/C TYPE	Hurricane XII		Hurricane XII		No. 5405 D 5408		CRASH CAT. C C		SE X		ME		DAY X		NIGHT			
NAME	RANK		NO.		DUTY		INJURIES				SERIOUS							
Gallinger, K.C.	FS R122876		P		Nil (5405)		FATAL				INJURY							
Binion, M.J.	FS R144190		P		Nil (5408)													
											CARD SERIAL NO.							
TYPE A/F & ENGINE	No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS							
Hurricane XII #5405	Slightly		Merlin 489/265958		Nil						INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS	
											32 24		- 160		100 290			
Hurricane XII #5408	Slightly		Merlin 4668/19626		Nil						41 29		- 118		95 301			
SIGNAL No. & DATE	UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE		STAGE OF FLIGHT							
A.621	8.5.43										FLIGHT							
NATURE OF ACCIDENT																		

PRIMARY
 HAND Q.
 INSTS.
 WEATHER
 DRINKS.
 ALG SURF.
 OTHER
 UNDTD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD.

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Section attacks

OR COMMANDING OFFICER'S REPORT:

D.14 #4

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

A/c collided in mid-air, slightly damaging both. - Moving from line astern to line abreast at same time concentrating on sights, port wing of one scraped across top of stbd. wing of other & propellor chewed off wing tip.

COMPOSITION:

RECOMMENDATIONS:

Pilots should have more practice with experienced leaders before being allowed to advance to this stage.

PRIMARY CAUSE:

26. ~~Collision in the air~~

21

COLLISIONS. A/c.

Primarily an error in judgment on the part of #2 of the attacking section.

ACTION TAKEN:

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

(Circumstances: That #2 of the section overshot while concentrating on the target a/c forgetting that his leader was turning, and saw too late that he was going to strike his leader's a/c.

Nil

CONCLUSIONS OF A.I.B. (#919)

Agree with findings. (See summary for complete details & remarks)

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

32. ~~Error in judgment~~

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____