

ACCIDENT CLASSIFICATION

UNIT 32 S.F.T.S. Moose Jar	COM. 4	PLACE 4 mile W of M.A.	DATE 18-8-43	TIME 1810
A/C TYPE OXFORD II OXFORD II			H.Q. FILE 1300-AS202-1	
No. AS202 D AS395		CRASH CAT. "A" "A"	S.E.	M.E. X
			DAY X	NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Crouche, L.J. (AS202)	F/O	128000	FI	Killed	No. A.291	DATE 18-8
Daly, D.	PP	1620322	PP	KILLED	D 14 (REVISED)	
Cooke, T.N. (AS395)	PP	1654472	PP	Killed	No. 4	CHECKED <input checked="" type="checkbox"/>
					#17	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Chester X	AS18066/A1208	Total					
	AS41679/A179598	Total					
	AS40222/A178141	82	84	584	3	736	146
	S.B.C 666/A159787	9	5	-	5	34	53
		9	4	1	3	41	49

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAXIING

LANDING

TAKE-OFF

FLIGHT

STATRY

FATAL

INJ.

INJURY

RAF

PURPOSE OF FLIGHT:

1. Routine Dual instruction flight
2. Routine solo training flight.

NATURE OF ACCIDENT:

A/C collided at 300' after take-off, and dived into ground, and burned. Were taking off from parallel runways into sun and AS202 began drifting to stbd. colliding with AS395.

CLASSIFICATION:

26. Collision in air.

21. Collision alt. 2/1

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

Nil

MULTI
OCA/PC 4/WVS
OCA/WVS/KA

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2026

Inability of pilots to orient themselves to surrounding circumstances after takeoff due to being partially blinded by sun glare.

Conclusions of A.I.B.

Mid-air collision on take-off due to failure of AS202 to keep clear of AS395 the glaring sun being a contributory factor.

Note: It was customary for two aircraft to take off together on the parallel runway strips.

ACTION TAKEN:

Instructions issued to effect that when two A/C taking off on parallel strips, first A/C be allowed to reach end of runway before second A/C takes off.