

ACCIDENT CLASSIFICATION

UNIT 31 E.F.T.S. De Winton	COM. 4	PLACE M.A.	DATE 25-10-43	TIME 1500
A/C TYPE CORNELL II CORNELL II		No. 14436-D 10660	CRASH CAT. "A" "A"	H.Q. FILE 1700-14436
		S.E. X	M.E.	DAY X
		NIGHT		

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Wesselius, P.E.W.	P/O	13283	FI	Seriously Inj.	No. A282	DATE 25-10
Heymans, D.	AC2	1814920	PP	Killed.	A283	
Alexander, V.	LAC	1605578	PP	Seriously Inj.	D 14 (REVISED)	
					No. 4 & 5	CHECKED <input checked="" type="checkbox"/>
					#45 & #46	

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
Ranger	37260/6776			SOLO	DUAL	SOLO	DUAL
Ranger	27472/6265 Nil	24	35	368	105	508	105
		-	-	-	3	-	15
		8	4	29	39	29	52

FORCED LANDING

TAXIING

LANDING

TAKE-OFF

FLIGHT

STATRY

FATAL

INJ.

3RD

INJURY

RAF

M

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Dual instruction.

Solo 17,22,25

NATURE OF ACCIDENT:

Approached to land with a/c 10660 slightly beneath. Pilot of 14436 opened throttle, turned away. A/C 10660 slipped into ground and turned over on its back.

Mil LCA/10660
LCA/14436

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2138

CIRCUMSTANCES

Both a/c were approaching to land and were about 200 ft. up. A.C.P. signalled Dual a/c with long red flashes from Aldis Lamp but they did not react promptly. After a few seconds solo a/c 10660 started to pull up and it looked as if its propellor hit the port elevator of a/c 14436 Both pilots stated they had not seen a red signal from the ground.

CAUSE

Mid air collision resulting from both pilots failing to maintain a careful lookout

RECOMMENDATIONS

#4 T.C. Instructions (Air Staff) A.11/16 be observed which provides for use of brown smoke puff when risk of collision between a/c exists.

ACTION TAKEN: CONCLUSIONS OF A.I.B.

Agree with findings. P/O Wesselius' failure to keep proper lookout was probably greater than LAC Alexander's. Need of improvement in ground organisation at this school.
(Smoke puffs had not been issued to this school)

CLASSIFICATION:

~~26. Collision in the air.~~ 21
Collisions - A/c.

SECONDARY OR CONTRIBUTORY FACTORS:

~~12. Loss of control.~~