

ACCIDENT CLASSIFICATION

UNIT	147 Sqdn	COM.	W	PLACE	M.A.	DATE	8-1-44	TIME	1455
A/C TYPE		No.		CRASH CAT.	S.E.	M.E.	DAY	NIGHT	H.Q. FILE
BOLINGBROKE IV BOLINGBROKE IV		9031 D 9121		"A" "B"	X		X		1700-9031
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
Horton, J.A.		WO2	R86627	P	Missing.		No.	DATE	
Toner, W.F.		WO2	R122725	WO	Missing.		A.407		
Hyde, H.J.		WO	R123526	AG	Missing.		D 14 (REVISED)		
Jean, G.J.		Pte	A607426	PASS	Missing.		No.	CHECKED	
Frey, J.H.		WO2	R131589	P	Uninj.		1 & 2 ✓		
Miller, J.A.		WO2	R87915	WO	Uninj.		#2		

COMMAND
MONTH
STAGE OF FLIGHT
FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
INJURY 3rd

ENGINE	ENGINE NUMBER(S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
Bristol Mercury XV	12217/S3268 missing	-	-	SOLO	DUAL	SOLO	DUAL
	A238832/S57130	-	-	366	122	410	190
	12215/S52962 slightly						
	12310/S57166 "						
	WO2 Frey, J.H.	-	-	12	3	387	78

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PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Formation flying.

Nil
ICA/PCL/POM
ICA/KA

Nil

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

A/C collided with bolingbroke 9121 while carrying out formation flying practice. A/C and occupants missing. Oil slick and empty collapsed dinghy found in sea.

FINDINGS:

SUMMARY No. 2252.

CAUSE: Pilot error on part of W.O. 2 Horton in so manoeuvring a/c during formation flying as to cause it to collide with Bolingbroke 9121.

RECOMMENDATIONS: Consideration be given to promulgation of regulations for formation flying by Bomber Sqdns. in this Command with reference to uniform set of rules for signalling for change of formation in air.

C.O.'s REMARKS: Separate instructions for formation flying had not been issued by 147 Sqn. All aircrew were instructed from beginning to follow instructions in A.P. 129, Part 1, Chap. 5 App. 4.

NOTE: So far as could be ascertained there were no Command or Unit orders in existence dealing with subject of formation flying, recommended that such orders be issued. Was not qualified on a/c type with-

ACTION TAKEN: in provisions of C.A.P. 100, Sec. 8, and should not have been flying a/c. with crewman as he was.

Nil

CONCLUSIONS OF A.I.B.: Agree.

CLASSIFICATION:

~~26. Collision in the air.~~

(21)

21. Collision a/c

SECONDARY OR CONTRIBUTORY FACTORS:

~~60. Missing.~~