

ACCIDENT CLASSIFICATION

UNIT 4 E.G.S. Pinal, Cal.	COM. 1	PLACE M.A.	DATE 13-3-44	TIME 1430
A/C TYPE ECLINGBROCKE IV T ECLINGBROCKE IV T		NO. 10043 D 10019	CRASH CAT. "D" "D"	H.Q. FILE 1100-100-19
		S.E.	M.E.	DAY X
				NIGHT X

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Hagee, C.A.	F/O	J21133	p	Uninj.	NO.	DATE
Ballette, F.	LAC	R207040	Student	Uninj.	D 14 (REVISED)	
Follard, E.	LAC	R131316	"	Uninj.	NO.	CHECKED
Robinson, J.	LAC	R219153	"	Uninj.	#7	
Govier, D.K.	F/L	J6936	P	Uninj.		
Paton, J.S.	F/O	J15226	P	Uninj.		
Jubenville, F.	LAC	R221160	Stud.	Uninj.		
Kendall, I.	LAC	R221213	"	Uninj.		
Lampart, I.	LAC	R220540	"	Uninj.		

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Mercury	2571/52417 NIL						
	2827/56894						
Mercury	24751/56786	87	23	297	2	759	145
	24664/56779 NIL	78	84	148	8	1081	153
		23	40	109	10	271	132

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STABILITY
FATAL
INJURY
3RD
INJURY
S
W

61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31
 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
 TYPE OF A/C
TYPE OF UNIT
CATEGORY
DATE
TIME
H.Q. FILE
NO.
CRASH CAT.
S.E.
M.E.
DAY
NIGHT
PERSONNEL
RANK
NUMBER
DUTY
INJURIES
SIGNAL
D 14 (REVISED)
NO.
CHECKED
#7
ENGINE
ENGINE NUMBER (S)
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NIGHT
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TOTAL
SOLO
DUAL
SOLO
DUAL
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3RD
INJURY
S
W

PURPOSE OF FLIGHT:

Camera Gun Exercise G.6

TECHNICAL OFFICER'S REPORT:

NIL

Nil
ICA/PA 4
ICA/PA

NATURE OF ACCIDENT:

On completion of exercise on breaking formation, three Polingtroke a/c in step down line astern, No. 2 collided with No. 1

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Remarks of Unit C.O.

G6 exercise is flown with three Polingtrokes, line astern, step down formation, with conservation of fuel in mind, it has been the practice at this unit to allow the individual a/c to break formation upon completion of their individual exercise. In this case, No. 2 a/c completed exercise first, and broke formation by pulling ahead and down resulting in collision with No. 1.

We are ceasing the above practice due to the greater expense and risk involved with damaged aircraft.

CLASSIFICATION:

~~26~~ Collision in the air.

21

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN: