

ACCIDENT CLASSIFICATION

UNIT <b>12 S.F.T.S. Brandon</b>		COM. <b>2</b>	PLACE <b>3 miles w, 2 Mile S of M.A.</b>		DATE <b>16-5-44</b>	TIME <b>1445</b>			
A/C TYPE <b>CRANE I CRANE I</b>		NO. <b>8162 D 7905</b>	CRASH CAT. <b>"A" "A"</b>		S.E.	M.E. <b>X X</b>	DAY <b>X</b>	NIGHT	
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
<b>QUANTRILL, E.S.</b>		<b>F/O</b>	<b>J26480</b>	<b>PI</b>	<b>Killed.</b>		NO. <b>469</b>	DATE <b>16-5</b>	
<b>BARNES, D.G.</b>		<b>LAC</b>	<b>R206120</b>	<b>PP</b>	<b>Killed</b>		D 14 (REVISED)		
<b>YOUSIE, H.</b>		<b>LAC</b>	<b>R200782</b>	<b>PP</b>	<b>Slightly Inj.</b>		NO. <b>2</b>	CHECKED	
<b>SHIRT, E.</b>		<b>GB</b>	<b>LAC</b>	<b>1685900</b>	<b>PP</b>	<b>Slightly Inj.</b>	<b>3</b>	<input checked="" type="checkbox"/>	
							<b>#9</b>		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
<b>Jacobs L4MB</b>		<b>21463/4205 total</b>		INST.	NIGHT	ON TYPE		TOTAL	
		<b>21151/671 "</b>				SOLO	DUAL	SOLO	DUAL
<b>Jacobs L4MB</b>		<b>21301/4165 total</b>		<b>69</b>	<b>62</b>	<b>551</b>	<b>117</b>	<b>631</b>	<b>189</b>
		<b>21229/4103 "</b>		<b>24</b>	<b>20</b>	<b>35</b>	<b>53</b>	<b>71</b>	<b>94</b>
				<b>21</b>	<b>19</b>	<b>41</b>	<b>55</b>	<b>79</b>	<b>93</b>
				<b>21</b>	<b>21</b>	<b>39</b>	<b>58</b>	<b>79</b>	<b>110</b>

ACCIDENT CLASSIFICATION

COMMAND  
MONTH  
STAGE OF FLIGHT

FORCED LANDING  
TAXIING  
LANDING  
TAKEOFF  
FLIGHT  
STATIONARY  
FATAL  
INJURY  
3pp  
RAF

Grid of 31 numbered slots (1-31) along the top and bottom edges of the form, used for classification or tracking.

PURPOSE OF FLIGHT:

Bombing exercise B5.

TECHNICAL OFFICER'S REPORT:

ICA/PCL / CN

MUST

300 100/PCL  
200 100/...

NATURE OF ACCIDENT:

A/C 8162 involved in mid-air collision with a/c 7905. Pilot unable to control a.c. Crashed and burned.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2375

CAUSE: Collision in air due to failure of crew of a/c involved and particularly of safety pilot in each to keep an effective look out.

See. Summary 2375 for Recommendations.

CONCLUSIONS OF A.I.B.: Agree. There is nothing in evidence to suggest why LAC Yousie with a total flying time of 24;20 hrs. on Crane did not turn controls over to his safety pilot who had 98;50 hrs. on type, particularly in view of fact considerable difficulty was experienced in maintaining control of damaged a/c.

CLASSIFICATION:

~~26. Collision in the air.~~

21- Collisions - A/C

SECONDARY OR CONTRIBUTORY FACTORS:

32. Pilot error.

30 - Fire - On ground

ACTION TAKEN: