

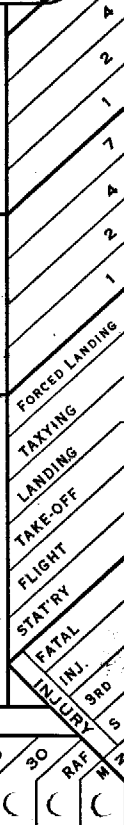
ACCIDENT CLASSIFICATION

UNIT 133 Sqdn (F)	COM. W	PLACE Sea Island, B.C.	DATE 25-6-44	TIME 0510			
A/C TYPE KITTYHAWK III KITTYHAWK I		NO. 836 D 1096	CRASH CAT. "A" "A"	S.E. X X M.E. DAY X NIGHT			
PERSONNEL		RANK	NUMBER	DUTY	INJURIES	SIGNAL	
CLEGG, F.P.		836 P/O	J27002	P	Killed	NO. A527	DATE 25-6
JOHNSTON, R.J.		1096 P/O	J39550	P	Uninj.	D 14 (REVISED)	
						NO.	CHECKED
						#3	

COMMAND 2

MONTH

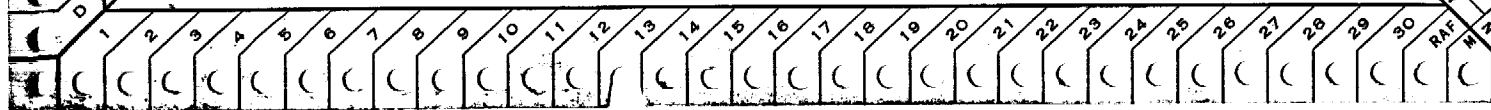
STAGE OF FLIGHT



TYPE OF A/C
TYPE OF UNIT
CATEGORY

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Allison V1710 F20R	AC439381/20200			107	-	427	113
Allison V1710-F3R	A206674/6370			139	-	259	144

ACCIDENT CLASSIFICATION



PURPOSE OF FLIGHT:

Dawn patrol.

TECHNICAL OFFICER'S REPORT:

~~MULT~~
OCA/PCM/XCL 536/TCR/PCM/CN
NPL 1096/TCR/PCR/ARG
OCA/PCP | XCL/XA | ARG | CN

NATURE OF ACCIDENT:

P/O Johnson (Black 2/ states that he was given the **signal** to take off by his leader (Black 1) He allowed his leader to move on down the runway and then opened his throttle to take off. His a/c had just reached a tail-up attitude when the two a/c collided.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No 2106

CAUSE: Leader's disobedience in using runway thus placing himself in such a position that take off had to be abandoned causing his a/c to swerve into the path of his #2 Man.

RECOMMENDATIONS: Nil.

CONCLUSIONS OF A.I.B.: Agree. NOTE: If the radio of Black Two had been serviceable, P/O Johnston would have been aware that runway #25. This raises a question whether P/O Johnston should have undertaken to taxi to take off point knowing that his radio was u/s. He stated he was going to test it after becoming airborne and that, if it was then still u/s, he intended to return and land

CLASSIFICATION:

13. Collisions.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN: