

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

ACCIDENT CLASSIFICATION

UNIT <b># 7 O.T.U. Debert, N.S.</b>	COM. <b>EAC</b>	PLACE <b>4 miles S. of Hants Port, N.S.</b>	DATE <b>25 June / 45</b>	1930Z			
A/C TYPE <b>MOSQUITO MOSQUITO</b>		NO. <b>KB170 KB303 →</b>	CRASH CAT. <b>"A" "D"</b>	S.E.	M.E. <b>x x</b>	DAY <b>x</b>	NIGHT
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL

<b>White, W.T.</b>	<b>(CAN)</b>	<b>F/O</b>	<b>J39530</b>	<b>P</b>	<b>Killed</b>	NO.	DATE
<b>Swift, T.C.V.M.</b>		<b>Sgt</b>	<b>R273980</b>	<b>N</b>	<b>Killed</b>	<b>A92</b>	<b>25-6</b>
<b>Rose, D.F.C.</b>	<b>RAF</b>	<b>F/O</b>	<b>55238</b>	<b>P</b>	<b>Uninj.</b>	D 14 (REVISED)	
<b>Pratt, D.W.</b>	<b>GB</b>	<b>Sgt</b>	<b>162991</b>	<b>N</b>	<b>Uninj.</b>	NO.	CHECKED
						<b>8</b>	
							<b># 10</b>

ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
<b>Merlin</b>	<b>31</b>	<b>A325748/6434</b>	<b>Totally</b>	ON TYPE		TOTAL		
	<b>31</b>	<b>A326851/8087</b>	<b>Totally</b>	NIGHT	DUAL	SOLO	DUAL	SOLO
	<b>31</b>	<b>A267135/A3001</b>	<b>No Damage</b>					
	<b>31</b>	<b>A267127/A2993</b>	<b>Ser.</b>	<b>62</b>	<b>N11</b>	<b>8</b>	<b>20</b>	<b>129</b>
				<b>75</b>	<b>134</b>	<b>12</b>	<b>24</b>	<b>185</b>
								<b>525</b>
								<b>906</b>

ACCIDENT CLASSIFICATION

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 RAF M N

COMMAND  
MONTH  
STAGE OF FLIGHT

FORCED LANDING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJ.  
INJURY

TYPE OF A/C  
TYPE OF UNIT  
CATEGORY

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

PURPOSE OF FLIGHT:

Low level formation flight.

TECHNICAL OFFICER'S REPORT:

Nil

1LCA/PSF/F/N/PCL (MULT)  
1LCA/PSF/F/N/XA ✓

NATURE OF ACCIDENT:

Mosquito KB170 collided with KB303 in mid-air causing tail section of KB170 to be cut off.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2573.

CAUSE: Primary cause was failure on part of pilot of KB170 to maintain his lead station and permitting his aircraft to collide with the a/c in No. 3 Station KB303. Secondary cause was failure on part of pilot of KB303 to keep an efficient lookout and take prompt evasive action.

RECOMMENDATIONS: Nil

CONCLUSIONS OF A.I.B. Agree with findings.

CLASSIFICATION:

21. Collisions A/C.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN: