

DUTY ON WHICH ENGAGED:

Formation practice

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

COURT OF INQUIRY

MULT
ICA/PCL
ICA/P/XA

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Sgt JACKSON IN FLEET 4648 FLEW IN FORMATION ON THE RIGHT OF THE LEADER SGT ALLEN IN 4654. AFTER BREAKING FORMATION SGT. ALLEN SIGNALLED TO SGT. JACKSON TO TAKE THE LEAD AND DURING THE CHANGE OVER SGT JACKSON HIT THE STARBOARD WING OF SGT. ALLEN'S MACHINE 4654., WHICH FELL OUT OF CONTROL AND SGT ALLEN ABOARDONED THE A/C.

PRIMARY CAUSE:

CARELESSNESS ON THE PART OF BOTH PILOTS(C OF 1) INEXPERIENCE IN FORMATION FLYING ON THE PART OF BOTH PILOTS. (A.M.T.)
THE TWO PILOTS CONCERNED WERE ALLOWED TO PRACTICE A FORM OF FLYING IN WHICH THEY HAD APPARENTLY RECEIVED NO ADEQUATE INSTRUCTION.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

LACK OF INSTRUCTION IN FORMATION FLYING.

DATE: 26-11-40

COMPOSITION: FLIGHT LIEUTENANT C.J. FEE. PRESIDENT.

FLYING OFFICER H.A. BEER. MEMBER

FLYING OFFICER J.C. RAYMOND. MEMBER.

RECOMMENDATIONS: THAT SIGNALS PRACTICAL FOR FORMATION FLYING

IN HOODED AIRCRAFT BE STANDARDIZED IN THE R.C.A.F. TO PREVENT MISUNDERSTANDINGS OF THIS NATURE. ALSO THAT ALL SIGNALS GIVEN BE ACKNOWLEDGED BEFORE A MANOEUVRE IS COMMENCED WHEN PILOTS ARE LEARNING TO FLY IN FORMATION.

AOC - A/C SHOULD HAVE FLOWN WITH HOODS OPEN.

A.M.T. ON 1100-46-54 16-12-40 DOES NOT AGREE WITH CAUSE GIVEN IN C OF 1.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

A.M.T. APPROVED D.6 10-12-40.

RECORDED BY

DATE

CHECKED BY

DATE