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TYPE OF A/C	TYPE OF ENGINE	CATEGORY	STAGE OF FLIGHT	CAUSES	MISCELLANEOUS	HAND O.	INSTS.	WEATHER	DRINKS.	AL'G SURF.	OTHER	UNDT'D	PRIMARY	TAXIING	LANDING	TAKE-OFF	FLIGHT	STRATRY	FATAL	INJ.	3RD.	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						

DUTY ON WHICH ENGAGED:

NAVIGATION EXERCISE.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

COLLISION IN MID-AIR. ANSON 9595, FLYING NORTH NORTH EAST, OVERTOOK AND STRUCK TAIL OF ANSON 9652 FLYING NORTH. BOTH AIRCRAFT CRASHED, 9652 FROM A SPIN, LANDING ON ITS BACK, COMPLETELY WRECKED, AND 9595, OUT OF CONTROL, AT HIGH SPEED AND BLOWING UP.

PRIMARY CAUSE:

CARELESSNESS AND NEGLIGENCE OF PILOTS OF BOTH AIRCRAFT IN NOT KEEPING SUFFICIENTLY SHARP LOOKOUTS, RESULTING IN COLLISION OF THESE AIRCRAFT AT 1500 FT. AND EACH AIRCRAFT CRASHING TO THE GROUND.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

COURT OF INQUIRY.

DATE:

13-3-41

COMPOSITION:

PRESIDENT  
MEMBER  
MEMBER

S/L A. CARTER, MM  
S/L S. MATHER  
F/O B.W. HOPKINS

MULT  
ICR/PCL  
ICR/XR

RECOMMENDATIONS: NONE.

A.M.T. STATES IN 1300-N9652: "ALTHOUGH.....IT WAS AGREED THAT EACH PILOT WAS GUILTY OF NEGLIGENCE TO SOME DEGREE, IT IS STILL MAINTAINED THAT THE PILOT OF 9595 WAS MORE AT FAULT THAN THE PILOT OF THE OTHER AIRCRAFT. ANSON 9595 APPROACHED ANSON 9652 WITH THIS AIRCRAFT ON ITS STARBOARD SIDE. BY "RULES OF THE AIR" IT WAS THEREFORE RESPONSIBLE FOR AVOIDING THE OTHER AIRCRAFT. IN ADDITION, AT THE MOMENT OF CONTACT AND IMMEDIATELY PRIOR TO THIS CONTACT, IT WAS IN A MUCH BETTER POSITION TO OBSERVE THE OTHER AIRCRAFT."

ACTION TAKEN:

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

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_