



DUTY ON WHICH ENGAGED:

Ferrying Aircraft from Winnipeg to Yorkton.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Collision in the air. THAT FLYING

OFFICER SMITH FLEW HARVARD A/c No. 3809 IN SUCH A MANNER AS TO ENTAIL RISK OF COLLISION WITH HARVARD

A/c 3808. THERE IS A STRONG POSSIBILITY THAT ROUGH

AIR CAUSED BY AN AIRCRAFT AHEAD MIGHT HAVE CAUSED FLYING OFFICER SMITH TO LOSE CONTROL OF HIS PLANE

MOMENTARILY WHIEL HE WAS ATTEMPTING TO CHANGE HIS POSITION IN FORMATION WITH SGT. ENGLAND. THERE IS

PRIMARY CAUSE: NO EVIDENCE TO SHAW THAT A LACK OF

SUTTON HARNESS IN THE AIRCRAFT CONCERNED WOULD HAVE CAUSED THE ACCIDENT, BUT IT IS THE OPINION OF THE

COURT THAT HAD BOTH PILOTS BEEN SECURED IN THEIR

SEATS BY A SUTTON HARNESS THEY WOULD HAVE HAD BETTER CONTROL OF THEIR AIRCRAFT; ALSO THAT FLYING

OFFICER SMITH MIGHT HAVE BEEN ABLE TO OPEN HIS

SLIDING CANOPY WHILE HIS AIRCRAFT WAS DIVING

INVERTED. THIS WOULD HAVE ENABLED HIM TO USE HIS PARACHUTE.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

COURT OF INQUIRY, INVESTIGATING OFFICER

MULT

OR COMMANDING OFFICER'S REPORT:

ICA/PCL/XM

DATE:

COURT OF INQUIRY.

7-5-41.

ICA/XA

COMPOSITION:

SQUADRON LEADER R.E. DUPONT. RAF 37298

FLYING OFFICER M.E. GRANT. C 1466

FLYING OFFICER E.W.C. SHARPE. C 2797

RECOMMENDATIONS:

THAT PILOTS BE IMPRESSED WITH THE NECESSITY OF DISCUSSING PLANS FOR FORMATION FLIGHTS AND THAT EACH PILOT PARTICIPATING MUST BE FULLY AWARE OF THE STANDARD PROCEDURE AND SIGNALS USED WHEN FLYING AIRCRAFT IN FORMATION; ALSO THAT AIRCRAFT BE PROHIBITED FROM BEING FLOWN WITHOUT

ACTION TAKEN: SOME FORM OF SAFETY HARNESS.

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

RECORDED BY

DATE

CHECKED BY

DATE