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|--------------------|-----|----|-------|----|--------|----|---------|----|-----------|----|---------|---------------------|-----------|----|-------------|----|--------|----|---------|----|-------------|----|-------------|-------------------------|--------------|----|------------|----|------------|----|--------|----|---------------|----|-----------------|----------------------|---------------|----|---------|----|---------|----|---------|----|-----------|---|-----------|---------------------|-------------|---|------------|---|-----------|---|------------|---|--------------|---|---------|--------------|---------|---|---------|----|---------|----|--------|----|---------|----|--------|-----------------------|------------|----|-------|----|---------|----|---------|----|---------|----|---------|-----------|--------|---|----------|---|--------|---|--------|---|--------|---|--------|-----------|--------|---|--------|---|--------|--|--|--|--|--|--|-------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| 32 | JUL | 31 | TECH. | 30 | DISOB. | 29 | NEG'NCE | 28 | INEXP'NCE | 27 | MISCEL. | 26 | INSTRUCT. | 25 | FLT. CONTR. | 24 | OTHERS | 23 | PRIMARY | 22 | FL. CONTRS. | 21 | MOV. SURFS. | 20 | STAB. SURFS. | 19 | W. STRUTS. | 18 | LAND. GEAR | 17 | FLOATS | 16 | FUSE. OR HULL | 15 | TAIL SKID OR W. | 14 | ENGINE MOUNT. | 13 | MISCEL. | 12 | UN'D/TD | 11 | PRIMARY | 10 | FUEL SYS. | 9 | COOL SYS. | 8 | IGNIT. SYS. | 7 | LUB'N SYS. | 6 | ENG. STR. | 5 | AIRCREW A. | 4 | ENG. CONTRS. | 3 | MISCEL. | 2 | UN'D/TD | 1 | PRIMARY | 19 | HAND Q. | 18 | INSTS. | 17 | WEATHER | 16 | DRKNS. | 15 | ALG. SURF. | 14 | OTHER | 13 | UN'D/TD | 12 | PRIMARY | 11 | TAXIING | 10 | LANDING | 9 | FLIGHT | 8 | TAKE-OFF | 7 | FLIGHT | 6 | FLIGHT | 5 | FLIGHT | 4 | FLIGHT | 3 | FLIGHT | 2 | FLIGHT | 1 | FLIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE OF A/C | | | | | | | | | | | | CAUSES OF ACCIDENTS | | | | | | | | | | | | CAUSES | | | | | | | | | | | | STAGE OF FLIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PILOT | | | | | | | | | | | | OTHERS | | | | | | | | | | | | AIRFRAME FAILURE | | | | | | | | | | | | ENGINE FAILURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIT | | | | | | | | | | | | COM. | | | | | | | | | | | | PLACE | | | | | | | | | | | | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 B. & G.S. | | | | | | | | | | | | # 1 | | | | | | | | | | | | Aerodrome, Jarvis, Ont. | | | | | | | | | | | | 22-12-41 TIME 0745 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jarvis, Ontario | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | H.Q. FILE 1100-16-32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A/C TYPE | | | | | | | | | | | | Battle | | | | | | | | | | | | No. 1691 D | | | | | | | | | | | | CRASH CAT. C14 | | | | | | | | | | | | SE x ME DAY x NIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | Battle | | | | | | | | | | | | 1682 | | | | | | | | | | | | C14 | | | | | | | | | | | | x x | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAME | | | | | | | | | | | | RANK | | | | | | | | | | | | NO. | | | | | | | | | | | | DUTY | | | | | | | | | | | | INJURIES | | | | | | | | | | | | SERIOUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fayle, L.V. 1692 | | | | | | | | | | | | F/O | | | | | | | | | | | | J3997 | | | | | | | | | | | | P | | | | | | | | | | | | Uninjured | | | | | | | | | | | | FATAL INJURY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Scapilatti, J. | | | | | | | | | | | | IAG. | | | | | | | | | | | | R89692 | | | | | | | | | | | | PP | | | | | | | | | | | | Uninjured | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chantler, M. 1691 | | | | | | | | | | | | AC1 | | | | | | | | | | | | R83969 | | | | | | | | | | | | OC | | | | | | | | | | | | Uninjured | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| TYPE A/F & ENGINE | | | | | | | | | | | | NO. | | | | | | | | | | | | EXTENT OF DAMAGE | | | | | | | | | | | | REPORT FORM | | | | | | | | | | | | SERIAL No. | | | | | | | | | | | | DATE | | | | | | | | | | | | HOURS FLOWN BY PILOTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Battle | | | | | | | | | | | | 1691 | | | | | | | | | | | | Serious | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | INST. NIGHT | | | | | | | | | | | | ON TYPE | | | | | | | | | | | | TOTAL | | | | | | | | | | | | LAST 6 MOS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Merlin | | | | | | | | | | | | 8048 | | | | | | | | | | | | Serious | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | ----- | | | | | | | | | | | | DUAL SOLO | | | | | | | | | | | | DUAL SOLO | | | | | | | | | | | | 8 200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Battle | | | | | | | | | | | | 1682 | | | | | | | | | | | | Serious | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Merlin | | | | | | | | | | | | 8096 | | | | | | | | | | | | Serious | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNAL No. & DATE | | | | | | | | | | | | UNIT No. & DATE | | | | | | | | | | | | COM. No. & DATE | | | | | | | | | | | | REPORT | | | | | | | | | | | | FILE | | | | | | | | | | | | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A 12 | | | | | | | | | | | | 22-12-41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE OF ACCIDENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Taxing.

OR COMMANDING OFFICER'S REPORT: INVESTIGATING OFFICER'S REPORT

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 22-12-41.

COMPOSITION:

*Mult
TCA/PCT/XM
MTR/RT
S.G. Nicholls.*

C.2068

F/O Fayle was taxiing Battle 1682. Battle 1691 was being pulled by tractor across taxi strip. F/O Fayle saw this, allowed for it and would have easily cleared Battle 1691 had not the slip stream from another aircraft unexpectedly swung him off his course at the last minute so that the two planes came together practically nose-on.

RECOMMENDATIONS:

"Extreme care at all times by personnel taxiing aircraft."

Primary Cause

ACTION TAKEN:

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

Aircraft diverted from straight path owing to sudden gust of wind from slip stream.

Nil

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft collided with another aircraft.

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____