

Collision between A/C of 3 S.F.T.S. & 2 W.S.

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
DISOB. TECH. NEG'VE INEXP'NCE MISCEL. INSTRUC. FLT. CONTR. OTHERS PRIMARY FL. CONTR. MOV. SURFS. STAB. SURFS. W. STRUTS. LAND. GEAR. FLOAITS. FUSE OR H. HO. TAIL SKID OR ENG. MOVING. MISCEL. UNDTD. PRIMARY FUEL SYS. COOL SYS. IGNIT. SYS. LUB'N SYS. ENG. STR. AIRSCREW A. ENG. CONTS. MISCP. UNDTD. PRIMARY HAND Q. INSTS. WEATHER. DRKNS. ALG SURF. OTHER UNDTD. PRIMARY TAXIVING. LANDING TAKEOFF. FLIGHT STAFFRY. FATAL INJ. 3rd.																																																																					
TYPE OF A/C										CAUSES OF ACCIDENTS										CAUSES												STAGE OF FLIGHT																																					
PILOT										OTHERS										ENGINE FAILURE												FLIGHT																																					
UNIT										COM.										AIRFRAME FAILURE												FLIGHT																																					
3 S.F.T.S. Calgary, Alta.										4										M.A.												FLIGHT																																					
A/C TYPE										No.										CRASH CAT.												FLIGHT																																					
Crane										8701										"A"												FLIGHT																																					
NAME										RANK										DUTY												FLIGHT																																					
Rowlings, H.M.										F/Lt.										C1039 F.I.												FLIGHT																																					
Weeks, H.H.										F/O										C3931 P.P.												FLIGHT																																					
Flatt, B.S.										LAC										R118204 P.P.												FLIGHT																																					
INJURIES										SERIOUS										FLIGHT												FLIGHT																																					
																				FATAL INJURY												FLIGHT																																					
																				3												FLIGHT																																					
																				CARD SERIAL NO.												FLIGHT																																					
																																FLIGHT																																					
(A/C of 2 W.S. in Collision - Fleet Fort 11 3591 "B" Cat.)																																																																					
TYPE A/F & ENGINE										No.										EXTENT OF DAMAGE												FLIGHT																																					
Crane										8701										Total												FLIGHT																																					
Jacobs										8163-22574										Totally												FLIGHT																																					
										8162-22573																						FLIGHT																																					
INST.										NIGHT										HOURS FLOWN BY PILOTS												FLIGHT																																					
																				ON TYPE TOTAL LAST 6 MOS.												FLIGHT																																					
																				DUAL SOLO DUAL SOLO												FLIGHT																																					
49										32										2 291 100 1404												FLIGHT																																					
34										16										47 56 83 89												FLIGHT																																					
SIGNAL No. & DATE										UNIT No. & DATE										COM. No. & DATE												FLIGHT																																					
A-633																																FLIGHT																																					
NATURE OF ACCIDENT																																																																					

DUTY ON WHICH ENGAGED:

Wings test.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT: Court of Inquiry

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Collision with Fleet Fort No. 3591 of No. 2 Wireless Flying Squadron. Pilot C3673 Flying Officer J.M. Simpson, LAC NZ 414888 Newell, N., over control tower, part of starboard wing cut off Crane at a height of approximately 200 feet, spun to ground and immediately caught fire.

DATE: 27-4-42

COMPOSITION:

PRES. W.C. E.C. BATES, A.F.C.	37 S.F.T.S.
MEM. F.L. R.D. FORBES-ROBERTS	3 S.F.T.S.
F.O. A.H.S. LAWSON	2 WIRELESS SCHOOL

RECOMMENDATIONS:

AN IMPROVED SYSTEM OF AERODROME CONTROL, PARTICULARLY DURING TIMES WHEN RUNWAYS ARE BEING CHANGED. THE USE OF LONG BURNING SMOKE CANDLES TO INDICATE CHANGE OF RUNWAY AND TWO WAY INTERCOMMUNICATION BETWEEN TOWER AND CONTROL POINT.

PRIMARY CAUSE:

Obscure.

CONTRIBUTORY CAUSE:

~~QUICK CHANGE IN WIND CAUSED LANDING AND TAKE-OFF DIRECTION ERRORS TO BE IN THE PROCESS OF CHANGE.~~

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.

MID-AIR COLLISION AT 400 FEET OVER AERODROME, DUE TO FAILURE OF THE PILOT OF EACH AIRCRAFT TO SEE THE OTHER WHEN APPROACHING TO LAND AT A TIME WHEN THE RUNWAY TO BE USED WAS BEING CHANGED. THE SITUATION WAS AGGRAVATED BY POOR AERODROME CONTROL. MEDICAL TESTIMONY DISCLOSED THAT THE EFFECT OF CARBON MONOXIDE ON THE PILOT OF THE CRANE MAY HAVE IMPAIRED HIS JUDGMENT. THE LACK OF DISCIPLINE IN ALLOWING PERSONNEL TO RUSH IN LARGE NUMBERS OUT

TO THE CRASH IS DEPLORABLE, APPARENTLY 150-200 WENT TO THE BURNING AIRCRAFT.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

AIRCRAFT COLLIDED IN MID-AIR AT 400 FEET.

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____

21. Collision etc (21)