

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
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
TYPE OF A/C		CAUSES OF ACCIDENTS										STAGE OF FLIGHT																			
PILOT		AIRFRAME FAILURE										ENGINE FAILURE																			
OTHERS		CAUSES OF ACCIDENTS										MISCELLANEOUS																			
UNIT 36 S.F.T.S.		COM. 4		PLACE M.A.		DATE 27-7-42		TIME 1830		MISCELLANEOUS																					
PENHOLD, ALTA.		4		M.A.		H.O. FILE 1300-BG304				MISCELLANEOUS																					
A/C TYPE OXFORD		No. AS924		CRASH CAT. B		SE ME DAY NIGHT				MISCELLANEOUS																					
OXFORD		BG304-D		A		X X X				MISCELLANEOUS																					
NAME		RANK		No.		DUTY		INJURIES		SERIOUS		MISCELLANEOUS																			
										FATAL INJURY		MISCELLANEOUS																			
DELAMERE E.R. (BG304)		LAC.		233726		P.P.		KILLED.				MISCELLANEOUS																			
FORREST J.W.S. (AS924)		LAC.		1042096		P.P.		UNINJURED.				MISCELLANEOUS																			
										CARD SERIAL No.		MISCELLANEOUS																			
												MISCELLANEOUS																			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		MISCELLANEOUS																			
OXFORD BG304		TOTALLY										MISCELLANEOUS																			
CHEETAH A225414/A179347		TOTALLY										MISCELLANEOUS																			
OXFORD AS924		SERIOUSLY										MISCELLANEOUS																			
CHEETAH A179530/A179647		SLIGHTLY										MISCELLANEOUS																			
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE		MISCELLANEOUS																			
I-216		27-7-42										MISCELLANEOUS																			
NATURE OF ACCIDENT																															

UNTD PRIMARY

UNTD PRIMARY

INSTS. WEATHER

DRKNS. AL'G SURF.

OTHER UNTD

PRIMARY

TAXING

LANDING TAKE-OFF

FLIGHT

FATAL INJ. 3RD.

INJURY 3RD.

DUTY ON WHICH ENGAGED:

FORMATION PRACTICE.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

COURT OF INQUIRY

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

WHEN CHANGING FROM No. 3 TO No. 2 POSITION

A/C 304 CAME UP UNDERNEATH A/C 924 AND THE TWO

A/C CAME TOGETHER AND A/C PARTS BROKE AWAY THROWING BOTH A/C OUT OF CONTROL. LAC FORREST WAS ABLE TO GAIN

PARTIAL CONTROL OF HIS A/C AT 2000 FEET AND FORCE LANDED "DEAD STICK" WITHOUT FLAPS. A/C 304 AFTER

THE COLLISION CARRIED ON A SHORT DISTANCE THEN NOSED STRAIGHT DOWN, ENGINES FULL ON AND CRASHED

TOTALLY DAMAGED. THE PILOT WAS KILLED IN THE CRASH.

DATE: 28-7-42.

COMPOSITION:

PRESIDENT F/L FINLAND E.V. (C2767) No. 4 T.C.

MEMBERS F/L YOUNG J.S. (RAF39362) No. 36 S.F.T.S.

F/O SHAW N.h. (RAF108854) No. 36 S.F.T.S.

RECOMMENDATIONS:

EXERCISE OF GREATER CARE BY PUPIL PILOTS IN FORMATION FLYING.

PRIMARY CAUSE:

~~CARELESSNESS AND INEXPERIENCE ON THE PART OF~~

~~LAC. DELAMERE.~~

21. *collisions etc*

21

ACTION TAKEN:

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

NIL.

CONCLUSIONS OF A.I.B.

MID-AIR COLLISION DURING SOLO FORMATION FLYING BY PUPIL PILOTS, WHO WERE COMPARATIVELY INEXPERIENCED IN FORMATION PRACTICE.

LAC. DELAMERE IN CHANGING POSITION EITHER MISUNDERSTOOD THE SIGNAL OR ERROR IN JUDGMENT IN CARRYING OUT THE ORDER.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C COLLIDED IN ATR.~~

RECORDED BY

DATE

CHECKED BY

DATE