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TAXIING
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STAT'RY
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DUTY ON WHICH ENGAGED:

Solo practice.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Investigating Officer's Report.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 7--13-8-42. ICA/102

COMPOSITION: ICA/102-1/10

Collision in air at approximately 4000 ft. Pilot of 8906 dropped his right wing but the upper wing caught the propellor of 3951, the two A/C locking together. A/C 8906 was damaged and went out of control. Pilot abandoned A/C and landed safely. Pilot Allen was able to control A/C 3951 but due to a broken propellor and poor lateral control force landed and turned over in so doing.

F/O Boyle D. No. 9 E.F.T.S. St. Catharines, Ont.

RECOMMENDATIONS:

That strict penalties, accompanied with the cessation of training in some cases, be placed upon all those who do not comply with all flying regulations used by the R.C.A.F.

PRIMARY CAUSE:

~~Careless airmanship. Failure on the part of both students to observe each other and properly observe the instructions of the above noted Sections of Air Regulations.~~

ACTION TAKEN:

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

Nil.

CONCLUSIONS OF A.I.B.

Mid-air collision due to poor airmanship and carelessness on the part of pupil pilots solo, who failed to keep proper look out for each other after being aware that the other A/C was close by.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Pupil pilot bailed out and parachuted to earth. A/C crashed, resulting in total write off (8906).~~

RECORDED BY

DATE

CHECKED BY

DATE

21. Collision A/C
21