

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																	
JU.	TECH.	DISOB.	RES'NCE	INEXP'NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTRS.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND GEAR	FLOATS	FUSE. OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UNDT'D	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AN SCREW A.	ENG. CONTRS.	MISCEL.	UNDT'D	PRIMARY	HANDQ.	INSTS.	WEATHER	DRKNS.	ALG. SURF.	OTHER	UNDT'D	PRIMARY	TAXING	LANDING	TAKE-OFF	FLIGHT	STRATV	FATAL	INJ.	3RD.	2	1																		
TYPE OF A/C		CAUSES OF ACCIDENTS										STAGE OF FLIGHT																																																							
PILOT		AIRFRAME FAILURE										ENGINE FAILURE																																																							
UNIT		COM.		PLACE		DATE		TIME		H.Q. FILE		NO.		CRASH CAT.		SEX		ME		DAY		NIGHT		SERIOUS		FATAL		INJURY		CARD SERIAL NO.		NAME		RANK		NO.		DUTY		INJURIES		SERIOUS																									
A/C TYPE		NAME		RANK		NO.		DUTY		INJURIES		SERIOUS		FATAL		INJURY		CARD SERIAL NO.		TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																											
Tiger Moth DH82C		White, A.H.W.		LAC		1242424		PP		Killed.		2		2		2		2		Tiger Moth 4200		Total.																																													
Tiger Moth DH82C		Perera, K.W.M.N.		LAC		1399700		PP		Killed.		2		2		2		2		G. Major 7200/37020		Total.																																													
A 216		8-12		A 217		8-12		A 218		8-12		A 219		8-12		A 220		8-12		A 221		8-12		A 222		8-12		A 223		8-12		A 224		8-12		A 225		8-12		A 226		8-12		A 227		8-12		A 228		8-12		A 229		8-12		A 230		8-12		A 231		8-12		A 232		8-12	
A 216		8-12		A 217		8-12		A 218		8-12		A 219		8-12		A 220		8-12		A 221		8-12		A 222		8-12		A 223		8-12		A 224		8-12		A 225		8-12		A 226		8-12		A 227		8-12		A 228		8-12		A 229		8-12		A 230		8-12		A 231		8-12		A 232		8-12	
A 216		8-12		A 217		8-12		A 218		8-12		A 219		8-12		A 220		8-12		A 221		8-12		A 222		8-12		A 223		8-12		A 224		8-12		A 225		8-12		A 226		8-12		A 227		8-12		A 228		8-12		A 229		8-12		A 230		8-12		A 231		8-12		A 232		8-12	
A 216		8-12		A 217		8-12		A 218		8-12		A 219		8-12		A 220		8-12		A 221		8-12		A 222		8-12		A 223		8-12		A 224		8-12		A 225		8-12		A 226		8-12		A 227		8-12		A 228		8-12		A 229		8-12		A 230		8-12		A 231		8-12		A 232		8-12	
A 216		8-12		A 217		8-12		A 218		8-12		A 219		8-12		A 220		8-12		A 221		8-12		A 222		8-12		A 223		8-12		A 224		8-12		A 225		8-12		A 226		8-12		A 227		8-12		A 228		8-12		A 229		8-12		A 230		8-12		A 231		8-12		A 232		8-12	
A 216		8-12		A 217		8-12		A 218		8-12		A 219		8-12		A 220		8-12		A 221		8-12		A 222		8-12		A 223		8-12		A 224		8-12		A 225		8-12		A 226		8-12		A 227		8-12		A 228		8-12		A 229		8-12		A 230		8-12		A 231		8-12		A 232		8-12	
A 216		8-12		A 217		8-12		A 218		8-12		A 219		8-12		A 220		8-12		A 221		8-12		A 222		8-12		A 223		8-12		A 224		8-12		A 225		8-12		A 226		8-12		A 227		8-12		A 228		8-12		A 229		8-12		A 230		8-12		A 231		8-12		A 232		8-12	
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A 216		8-12		A 217		8-12		A 218		8-12		A 219		8-12		A 220		8-12		A 221		8-12		A 222		8-12		A 223		8-12		A 224		8-12		A 225		8-12		A 226		8-12		A 227		8-12		A 228		8-12		A 229		8-12		A 230		8-12		A 231		8-12		A 232		8-12	
A 216		8-12		A 217		8-12		A 218		8-12		A 219		8-12		A 220		8-12		A 221		8-12		A 222		8-12		A 223		8-12		A 224		8-12		A 225		8-12		A 226		8-12		A 227		8-12		A 228		8-12		A 229		8-12		A 230		8-12		A 231		8-12		A 232		8-12	
A 216		8-12		A 217		8-12		A 218		8-12		A 219		8-12		A 220		8-12		A 221		8-12		A 222		8-12		A 223		8-12		A 224		8-12		A 225		8-12		A 226		8-12		A 227		8-12		A 228		8-12		A 229		8-12		A 230		8-12		A 231		8-12		A 232		8-12	
A 216		8-12		A 217		8-12		A 218		8-12		A 219		8-12		A 220		8-12		A 221		8-12		A 222		8-12		A 223		8-12		A 224		8-12		A 225		8-12		A 226		8-12		A 227		8-12		A 228		8-12		A 229		8-12		A 230		8-12		A 231		8-12		A 232		8-12	
A 216		8-12		A 217		8-12		A 218		8-12		A 219		8-12		A 220		8-12		A 221		8-12		A 222		8-12		A 223		8-12		A 224		8-12		A 225		8-12		A 226		8-12		A 227		8-12		A 228		8-12		A 229		8-12		A 230		8-12		A 231		8-12		A 232		8-12	
A 216		8-12		A 217		8-12		A 218		8-12		A 219		8-12		A 220		8-12		A 221		8-12		A 222		8-12		A 223		8-12		A 224		8-12		A 225		8-12		A 226		8-12		A 227		8-12		A 228		8-12		A 229		8-12		A 230		8-12		A 231		8-12		A 232		8-12	
A 216		8-12		A 217		8-12		A 218		8-12		A 219		8-12		A 220		8-12		A 221		8-12		A 222		8-12		A 223		8-12		A 224		8-12		A 225		8-12		A 226		8-12		A 227		8-12		A 228		8-12		A 229		8-12		A 230		8-12		A 231		8-12		A 232		8-12	
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A 216		8-12		A 217		8-12		A 218		8-12		A 219		8-12		A 220		8-12		A 221		8-12		A 222		8-12		A 223		8-12		A 224		8-12		A 225		8-12		A 226		8-12		A 227		8-12		A 228		8-12		A 229		8-12		A 230		8-12		A 231		8-12		A 232		8-12	
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A 216		8-12		A 217		8-12		A 218		8-12		A 219		8-12		A 220		8-12		A 221		8-12		A 222		8-12		A 223		8-12		A 224		8-12		A 225		8-12		A 226		8-12		A 227		8-12		A 228		8-12		A 229		8-12		A 230		8-12		A 231		8-12		A 232		8-12	
A 216		8-12		A 217		8-12		A 218		8-12		A 219		8-12		A 220		8-12		A 221		8-12		A 222		8-12		A 223		8-12		A 224		8-12		A 225		8-12		A 226		8-12		A 227		8-12		A 228		8-12		A 229		8-12		A 230		8-12		A 231		8-12		A 232		8-12	
A 216		8-12		A 217		8-12		A 218		8-12		A 219		8-12		A 220		8-12		A 221		8-12		A 222		8-12		A 223		8-12		A 224		8-12		A 225		8-12		A 226		8-12		A 227		8-12		A 228		8-12		A 229		8-12		A 230		8-12		A 231		8-12		A 232		8-12	
A 216		8-12		A 217		8-12		A 218		8-12		A 219		8-12		A 220		8-12		A 221		8-12		A 222		8-12		A 223		8-12		A 224		8-12		A 225		8-12		A 226		8-12		A 227		8-12		A 228		8-12		A 229		8-12		A 230		8-12		A 231		8-12		A 232		8-12	
A 216		8-12		A 217		8-12		A 218		8-12		A 219		8-12		A 220		8-12		A 221		8-12		A 222		8-12		A 223		8-12		A 224		8-12		A 225																															

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Practicing spinning and steep turns.

OR COMMANDING OFFICER'S REPORT:

COURT OF INQUIRY

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Collided in mid-air. at 3000 ft.

COMPOSITION:

ICA/POC
ICA/POC/1/A

RECOMMENDATIONS:

STRICTER ADHERENCE TO, AND ENFORCEMENT OF, FLYING REGULATIONS AT ALL TIMES AS LAID DOWN IN STATION STANDING ORDERS AND C.A.P. #00.

PRIMARY CAUSE:

~~INADEQUATE LOOKOUT ON PART OF BOTH PUPILS,
OR UNAUTHORIZED FORMATION FLYING.~~

21. COLLISIONS. A/C.

21

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.

(1) Two A/C, PILOTED BY PUPILS, SOLO, COLLIDED WHEN PILOTS EITHER FLEW IN UNAUTHORIZED FORMATION OR FAILED TO KEEP A PROPER LOOKOUT FOR OTHER A/C. (2) EVIDENCE IS NOT CONCLUSIVE ENOUGH TO BRING IN A DEFINITE FINDING OF UNAUTHORIZED FORMATION FLYING (3) GLARING SUN PROBABLY A CONTRIBUTORY CAUSE IN EITHER CASE.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~BRIGHT GLARING SUN AND INEXPERIENCE.~~

RECORDED BY

DATE

CHECKED BY

DATE