

ACCIDENT CLASSIFICATION

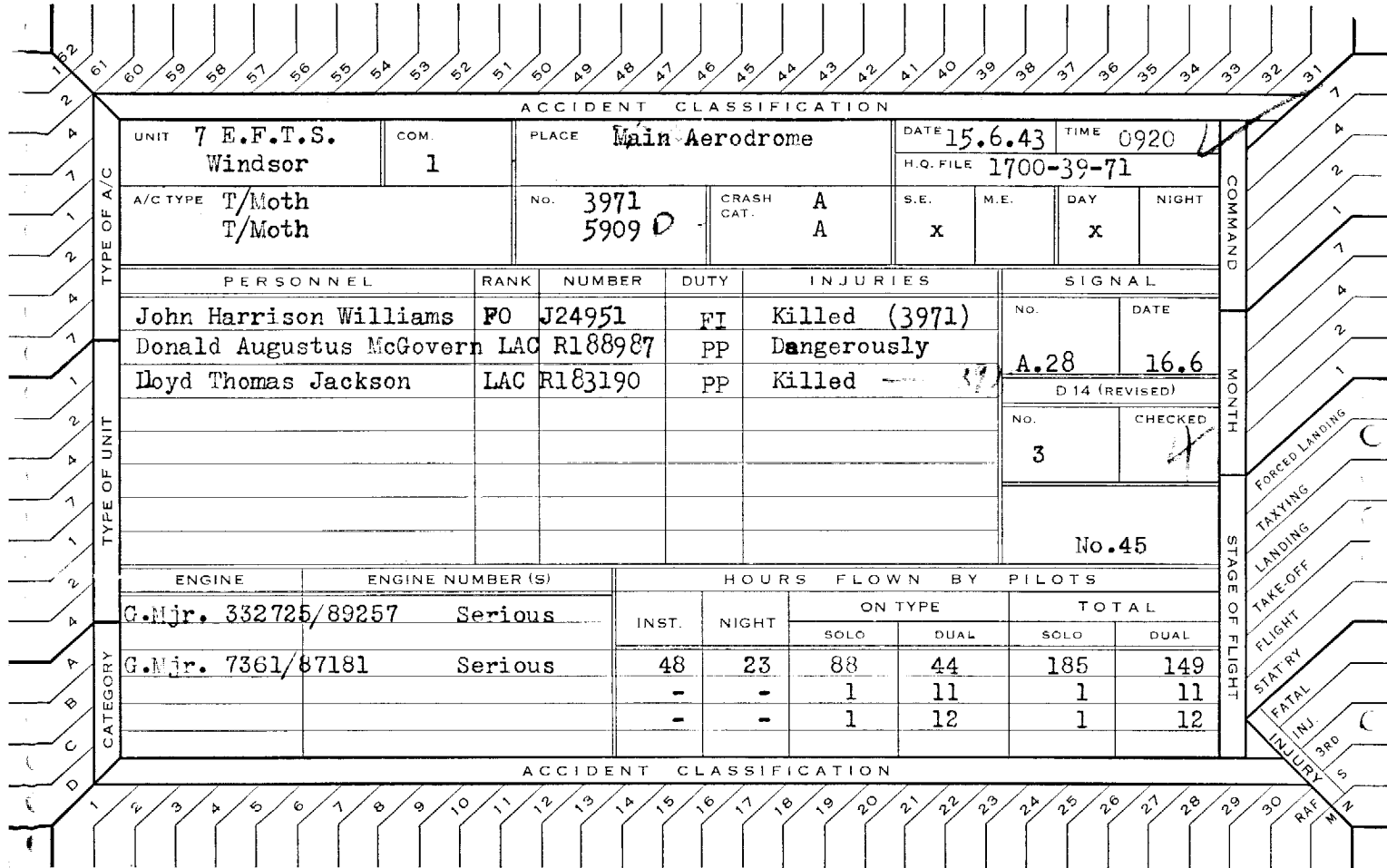
UNIT 7 E.F.T.S. Windsor	COM. 1	PLACE Main Aerodrome	DATE 15.6.43	TIME 0920
A/C TYPE T/Moth T/Moth	NO. 3971 5909 D	CRASH CAT. A A	S.E. X	H.Q. FILE 1700-39-71
		M.E.	DAY X	NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
John Harrison Williams	FO	J24951	PI	Killed (3971)	NO.	DATE
Donald Augustus McGovern	LAC	R188987	PP	Dangerously	A.28	16.6
Lloyd Thomas Jackson	LAC	R183190	PP	Killed	D 14 (REVISED)	
					NO.	CHECKED
					3	X
					No.45	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
G.Mjr. 332725/89257	Serious			SOLO	DUAL	SOLO	DUAL
G.Mjr. 7361/87181	Serious	48	23	88	44	185	149
		-	-	1	11	1	11
		-	-	1	12	1	12

ACCIDENT CLASSIFICATION

COMMAND  
MONTH  
STAGE OF FLIGHT  
FORCED LANDING  
TAXYING  
LANDING  
TAKEOFF  
FLIGHT  
STATRY  
FATAL  
INJ  
INJURY  
3RD  
RAF  
M



PURPOSE OF FLIGHT:

Both flights Sequences 6,7, & 8.

NATURE OF ACCIDENT:

Mid-air collision.

TECHNICAL OFFICER'S REPORT:

*LCA / PS / PCL*  
*LCA / XA*

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 983

If LAC McGovern in overtaking the a/c had altered his course to the right, there would have been no accident. While the conclusions of the Investigating Officer that pilot not experienced on the part of McGovern was the cause of the accident it is felt that the question of aerodrome control at #7 L.F.T.S. and other L.F.T.S.'s should be considered. A signal by Aldis lamp or a Verey pistol might have warned the pilots of both a/c of their eminent danger.

CLASSIFICATION:

~~26. Collision in the air.~~

*COLLISIONS A/C 21*

SECONDARY OR CONTRIBUTORY FACTORS:

~~25. Inexperience.~~

ACTION TAKEN: