

ACCIDENT CLASSIFICATION

UNIT <b>26 E.F.T.S. Neepawa</b>	COM. <b>2.</b>	PLACE <b>4 miles W of M.A.</b>	DATE <b>11-1-44</b>	TIME <b>1130</b>
A/C TYPE <b>TIGER MOTH TIGER MOTH</b>		NO. <b>1268 D 3850</b>	CRASH CAT. <b>"A" "A"</b>	H.Q. FILE <b>1700-3856</b>
		S.E. <b>X</b>	M.E.	DAY <b>X</b>
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
<b>Hair, D.M.</b>	<b>LAC</b>	<b>1569184</b>	<b>PP</b>	<b>Killed.</b>	NO.	DATE
<b>Griffiths, E.T.</b>	<b>LAC</b>	<b>1584967</b>	<b>PP</b>	<b>Killed.</b>	<b>A.47</b>	<b>12-1</b>
					D 14 (REVISED)	
					NO.	CHECKED
					<b>3</b>	<input checked="" type="checkbox"/>
					<b>#4</b>	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
<b>Gipsy Major IC</b>	<b>268833/58948 totally 7236/87056</b>	<b>3</b>	<b>-</b>	<b>14</b>	<b>29</b>	<b>14</b>	<b>29</b>
		<b>4</b>	<b>-</b>	<b>17</b>	<b>33</b>	<b>17</b>	<b>33</b>

ACCIDENT CLASSIFICATION

COMMAND  
MONTH  
STAGE OF FLIGHT  
 FORCED LANDING  
 TAXIING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STAFFRY  
 FATAL  
 INJURY  
 3RD  
 5  
 M

TYPE OF A/C

TYPE OF UNIT

CATEGORY

PURPOSE OF FLIGHT:

Solo practice.

TECHNICAL OFFICER'S REPORT: *Mull*

ILCA/PCZ

Nil ILCA/PCZ/10

NATURE OF ACCIDENT:

Both pilots practising forced landings, interlocked and crashed. Two a/c collided at relatively low height, i.e. apparently under 1,000' above ground level, over the leeward side of a stubble field suitable for forced landings, the two a/c spiralling or spinning onto the field, the surface of which was hard frozen.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No 229

CAUSE: Aerial collision, probably due to the fact that the pilot of each a/c involved may have been intent on watching the field on which he was making a forced landing approach and that each failed to notice the other a/c, at any rate, until too late to take avoiding action, although it may possibly be but this seems less probable that the pilot of one a/c was unable to see other a/c due to position of each relative to one another and to the sun.

CLASSIFICATION:

~~26. Collision in the air.~~

21

24. Collisions etc.

RECOMMENDATIONS Continued urging on pilots of all a/c particularly on trainees that they must keep a constant look out, and that if any a/c appears to be practicing sequences of any sort in the near vicinity, the pilot observing such practice should not himself continue practicing seq. in the vicinity.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN: CONCLUSIONS OF A.I.B.

Nil

Pupil pilots of these a/c both probably failed to keep a proper look out.