

ACCIDENT CLASSIFICATION

UNIT <b>2 B.G.S. Mossbank</b>		COM. <b>4</b>	PLACE <b>2 miles NW of Lake John Ston Ranges</b>		DATE <b>24-1-44</b>	TIME <b>1145</b>			
A/C TYPE <b>LYSANDER IIIA BOLINGBROKE IV-T</b>		NO. <b>2369 10075</b>	CRASH CAT. <b>"A" <del>D</del> "D"6</b>		S.E. <b>X</b>	M.E. <b>X</b>	DAY <b>X</b>	NIGHT	
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
<b>STEPHENS, W.R.</b>		<b>P/O</b>	<b>J27462</b>	<b>SP</b>	<b>Killed.</b>		No.	DATE	
<b>MacDONALD, A.G.</b>		<b>WO2</b>	<b>R72595</b>	<b>SP</b>	<b>Uninj.</b>		<b>A.88</b>	<b>24-1</b>	
<b>MADIUK, A.</b>		<b>LAC</b>	<b>R198589</b>	<b>DO</b>	<b>Killed.</b>		D 14 (REVISED)		
<b>FURNESS, C.E.</b>		<b>LAC</b>	<b>R197212</b>	<b>AB</b>	<b>Uninj.</b>		No.	CHECKED	
<b>PAGE, A.W.</b>		<b>LAC</b>	<b>R198593</b>	<b>AB</b>	<b>Uninj.</b>		<b>#2</b>		
<b>THOMAS, E.R.</b>		<b>AUS LAC</b>	<b>432595</b>	<b>AB</b>	<b>Uninj.</b>				
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
<b>Mercury XXA</b>		<b>24080/S101475 total</b>		INST.	NIGHT	ON TYPE		TOTAL	
		<b>12175/S50549 Nil</b>				SOLO	DUAL	SOLO	DUAL
		<b>2832/S56837 Nil</b>							

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STAT BY  
FATAL  
INJURY

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Routine gunnery exercise.

TECHNICAL OFFICER'S REPORT:

Nil

NATURE OF ACCIDENT:

A/C collided after making turn to W of lake heading in a SE direction. The Lysander a/c apparently climbed and struck the underside of the port wing tip of the Bolingbroke, the drogue cable catching tail of the Bolingbroke, whipped over and caused some damage to the stbd wing leading edge and sawing off the tip of the fin.

CLASSIFICATION:

~~26. Collision in the air.~~

21. Collision a/c.

(21)

SECONDARY OR CONTRIBUTORY FACTORS:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

CAUSE: Mid air collision due to pilot of Lysander not maintaining course and failure to maintain proper look out.

RECOMMENDATIONS: Pilots should be warned of danger of permitting other a/c to be in their blind spot and also danger of sun glare. Exercise should be treated as sort of formation.

CONCLUSIONS OF A.I.B.: Agree. 1. Had Bolingbroke so manoeuvred as to keep Lysander continually in field of vision, he could probably have taken avoiding action and avoided accident. 2. At time of collision Bolingbroke was between Lysander and sun and I. Officer suggested that pilot of Lysander might have been blinded by sun glare at critical moment. Also possibility of Bolingbroke skidding

ACTION TAKEN: into Lysander while turning.

Nil