

Setting up the Review

In conducting this investigation the provisions of Regulation 11(1) of the Civil Aviation (Investigation of Accidents) Regulations 1969 were complied with and representations made by the legal personal representatives of the two pilots between December 1970 and March 1972 were considered when the report was drafted.

Following the submission of the report to the Secretary of State in March 1972, the legal personal representatives of the pilots asked that the findings should be reviewed.

Formal notices of review were given in the following terms:

- (1) Captain Proctor, by letter dated 26 April 1972 –
 - (1) The real cause of the accident was the failure of the authorities at Hamble Airport to operate a satisfactory system of control of flying at the Airport having regard to the experience of the pilots who were undergoing training at the time of the accident.
 - (2) The number of aircraft using the circuit at the time of the accident was excessive having regard to all the circumstances.
 - (3) The Appendix to the Report does not properly show the approximate tracks and timing of the two colliding aircraft.
- (2) Mr Skellon, by letter dated 4 May 1972 –
 - (a) The accident was due to the system of control, such that on the development of a hazard the control of flying was jeopardised by a saturated circuit pattern.
 - (b) Bearing the above in mind – the little experience that some of the flying students had gained at this point – approximately 10/14 hours – warranted full R/T control of the student cadets – both on the circuit pattern and aircraft in the aerodrome vicinity.
 - (c) There appears to be some discrepancy about various points in the investigators' findings; particularly on the timing and the tracking of the two aircraft.

In accordance with the regulations The Lord Chancellor appointed Mr Richard Yorke, QC to be a Review Board and Captain R R Critchley, MBE to be his Technical Assessor and the Secretary of State entrusted the Review Board to Mr Yorke.