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✓ A.F.Os. 6125—6126/44

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# ADMIRALTY FLEET ORDERS

**AIRCRAFT ACCIDENTS—PROCEDURE FOR REPORTING AND INVESTIGATING**

**AIRCRAFT ACCIDENTS—MEDICAL OFFICERS' REPORTS**

ADMIRALTY, S.W.1,  
16th November, 1944.

The following Orders having been approved by My Lords Commissioners of the Admiralty are hereby promulgated for information and guidance and necessary action.

By Command of Their Lordships,

*J. V. Markham*

*To all Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships, Vessels and C.O. Craft (See A.F.O. 3758/44) Superintendents or Officers in Charge of H.M. Naval Establishments, and Admiralty Overseers concerned.*

NOTE:—The scale of distribution is shown in the Admiralty Fleet Order Volume, 1941, Instructions, paragraph 10.

HEAD OF "P" BRANCH



## 6125.—Aircraft Accidents—Procedure for Reporting and Investigating

(A. 275/44.—16 Nov. 1944.)

## APPLICATION OF THIS ORDER

The reporting procedure described in this order is applicable to any incident involving Naval Aircraft which results in :—

- (i) Damage to an aircraft not caused by deterioration or normal wear and tear.
- (ii) Death or injury of any person.
- (iii) Damage to property.
- (iv) A forced landing.
- (v) The failure of one engine of a multi-engined aircraft in flight.

The term "aircraft accident" applies to any incident falling within this definition.

## SIGNALLED REPORT

2. A signalled report is to be made whenever an aircraft accident, as defined in paragraph 1, occurs.

## RESPONSIBILITY FOR MAKING SIGNAL REPORTS

3. (a) The initialled signalled report of any accident to Naval aircraft is to be made by the Naval air station or ship first discovering the accident or to whom it may first be reported. If, however, the original signal is not complete, the Commanding Officer of the air station or ship to which the aircraft belongs is to make an amplifying signal (referring to the original signal), giving any further particulars if these are available.

(b) In cases where the first signal reporting the accident is made in R.A.F. form only, the Commanding Officer of the ship or station to which the aircraft belongs is to make a full signal report in the form prescribed by this order.

## ADDRESSING OF SIGNALS

4. Signals are to be addressed as follows :—

(i) *Ships in home waters and air stations at home—*

Addressed Admiralty.

Repeated to :—

- (a) Officer (of whichever Service) operationally responsible for the unit.
- (b) The Administrative Authority.
- (c) F.O.N.A.S. (where he is not the Administrative Authority concerned).
- (d) Com. N.A.S. (N) (where he is not the Administrative Authority concerned).
- (e) F.O.C.T. (in the case of First Line Squadrons disembarked and undergoing training under his direction).
- (f) The parent ship or Naval air station of the aircraft concerned and of the personnel involved.
- (g) The Commodore of the appropriate Port Division or R.N. Barracks, Lee-on-Solent, when casualties to Naval ratings have occurred.
- (h) The Air Ministry, P.4.Cas., and the appropriate A.O.C. in the case of casualties to R.A.F. personnel, and also the Officer-in-Charge of Records, R.A.F., Gloucester, in the case of casualties to R.A.F. airmen.
- (i) The War Office in the case of casualties to Army personnel.
- (j) The appropriate Dominion authority in the case of casualties to Dominion personnel.
- (k) The Accidents Investigation Branch, Air Ministry, in certain special circumstances (*see* NOTE C (iii), paragraph 5).

(ii) *Ships and stations abroad—*

Addressed : Admiralty.

Repeated to—

- (a) Naval C.-in-C.
- (b) Senior Naval Air Authority in the area (where appropriate) and as in paragraph 4 (i) (a) (b) (f) (g) (h) (i) and (j).

## CONTENTS OF SIGNAL REPORTS

5. The signal should begin with the reference "A.F.O. 6125/44" and is to be prepared under the following headings :—

- (1) Type, mark and serial number of airframe.
- (2) Type, mark and serial number of engine and power plant.
- (3) Name of parent ship or air station and squadron number.
- (4) Details of casualties (stating full names and rank and whether killed, missing presumed killed, missing, dangerously or seriously injured and briefly the nature of the injuries sustained and address of hospital, if admitted; in the case of ratings the Port Division and official number; in the case of Army officers and other ranks or R.A.F. officers and airmen, the official numbers. The name and address of next-of-kin is to be stated *only* if he or she has been informed or the Commanding Officer of the parent ship or station has reason to believe that there has been a recent change in the name or address of next-of-kin).
- (5) Full name and rank of pilot if not included in (4) above.
- (6) Particulars of crew and passengers if not in (4) above.
- (7) Whether parachutes or dinghies were used and whether they operated correctly.
- (8) Place, date and time of accident and whether on operational or non-operational flight.
- (9) Brief description of the circumstances of the accident, including its apparent cause, and stating whether it occurred during A.D.D.L.S.
- (10) Whether a replacement aircraft is required. If "Yes" state code group for the standard of equipment. (A C.A.F.O. giving code numbers is to be issued shortly.)
- (11) Damage and repair categories of airframe, power plant and engine. These are to be given under one of the following headings :—
  - S.S. : No damage.
  - L.Q. : Light damage—which will be repaired by squadron resources.
  - L.X. : Light damage—repairable by ship or station resources.
  - L.C. : Light damage—repairable on ship or station but requiring contractor's working party.
  - L.Y. : Light damage—not repairable by ship or station resources.
  - H.X. : Heavy damage—repairable by ship or station resources.
  - H.C. : Heavy damage—repairable on ship or station but requiring contractor's working party.
  - H.Y. : Heavy damage—not repairable by ship or station resources.
  - Z.Z. : Lost, unrepairable or beyond economical repair.

*Note A.*—(i) In the above categories the first symbol relates to the actual damage involved and bears no relation to the repair facilities available. In assessing the damage category :—

Light damage is such that it would *normally* be repairable within a week at the average six squadron station.

Heavy damage is such that it would *normally* not be repairable within a week at the average six squadron station.

(ii) The second symbol in the above categories relates only to the repair aspect and the category will depend on the repair facilities available locally.
- (12) Is salvage assistance required?
- (13) Whether A.25 is being rendered or not (*see* paragraph 7 below).
- (14) Whether the services of any specialist officer are required to assist in local investigation. (*See* Note C below.)
- (15) If it is considered that a Board of Inquiry should be convened. (*See* Note C below.)



- (16) If it is considered that an investigation should be made by the Accidents Investigation Branch. (See Note C below.)

*Note B.*—Where any of the foregoing headings do not apply to a particular accident, "N.A." is to be inserted. Where, at the time of the report, full information cannot be given under any particular heading, "N.K." is to be inserted and, as soon as possible, a further signal report is to be made quoting the original report and giving the additional information by reference to the heading.

*Note C.*—In cases where the thorough investigation of an accident is beyond the resources of the parent ship or station, assistance may be requested as follows :—

(i) If qualified specialist officers are not available, it should be stated in paragraph (14) of the accident signal what specialist officers are required to assist the Commanding Officer in his investigation. The report of any specialist officer appointed by the Administrative Authority under this section should be addressed to the Commanding Officer.

(ii) If a Board of Inquiry is considered necessary, this should be stated in paragraph (15) of the accident signal. The Administrative Authority may then order a Board of Inquiry or, at his discretion, appoint a suitably qualified officer to carry out a full investigation. Such an officer, when so appointed, will have all the powers and duties of a Board of Inquiry and his proceedings are to be conducted, and his findings and recommendations prepared as for a Board of Inquiry and forwarded direct to the Administrative Authority. The following accidents as a general rule require the holding of a Board of Inquiry or an investigation by an investigating officer :—

- (a) when any person is killed, or in cases of serious injury ;
- (b) when there is evidence of serious neglect or default ;
- (c) when the circumstances of the accident are not free from doubt ;
- (d) an accident which, by itself, is of no great importance but which considered in conjunction with previous occurrences reveals an unsatisfactory state of affairs.
- (e) In any of the circumstances detailed in sub-paragraph (iii) below, when Accidents Investigation Branch do not undertake an investigation.

(iii) *Accidents Investigation Branch.*—The assistance of the Accidents Investigation Branch is normally to be called for to investigate accidents at home :—

- (a) caused by structural failure in the air which is not due to collision or enemy action ;
- (b) in which a serious technical defect is suspected.
- (c) which appear, on preliminary inquiry, to present unusual features, or to be due to causes which remain obscure ;
- (d) which seem to be epidemic, e.g., accidents which are one of a series caused by a similar kind of engine failure, the reason for which has not been determined ;
- (e) due to fire in the air.

If a Commanding Officer is in any doubt whether an inquiry by the Accidents Investigations Branch is necessary, the Chief Inspector of Accidents or his representative will be available, as hitherto, for consultation by telephone. (Address: Princes House, Kingsway, London, W.C.2. Telephone No.: Temple Bar 1218, Ext. 2376.)

It is emphasized that an Accidents Investigation Branch investigation is purely technical and it is thus appropriate in certain cases (e.g., where organization, etc., is suspect) for a Board of Inquiry to be held at the same time.

6. In addition to the signalled report referred to in paragraph 5, where outside salvage action is required or in cases where the aircraft cannot be repaired by ship or station's own resources, a further signal, quoting the initial signal, is to be made to the appropriate Administrative Authority giving brief particulars of the damage under the following headings :—

*Ref. A.F.O. 6125/14, paragraph 6*

- (a) Type and number of aircraft.
- (b) Fuselage.
- (c) Mainplanes.
- (d) Tailplanes.
- (e) Tail unit (rudder and fin).
- (f) Undercarriage.
- (g) Propeller.
- (h) Power plant structure.
- (i) Engine.
- (j) Whether aircraft has turned over.
- (k) Whether aircraft can be repaired by working party and flown out.
- (l) Exact location of aircraft, road facilities, condition of ground, and other information of use to salvage party.

#### WRITTEN REPORTS (FORM A.25)

7. Written reports on Forms A.25 (when required) are to be rendered as soon as possible after the accident has occurred. The report should not be held up to await the results of any Board of Inquiry or investigation that may have been ordered by the Administrative Authority.

All aircraft accidents, as defined in paragraph 1 above (see also Note D below) are to form the subject of a written report on Form A.25 with the following exceptions :—

- (a) *Accidents directly caused by enemy action* except when the Commanding Officer considers that there is evidence of any negligence or default on the part of the crew or ground organization.
- (b) *Minor accidents*, viz., when the aircraft can be repaired locally within 48 hours, except—
  - (i) when the repair involves the replacement of any of the following components: engine, undercarriage, leg, tailplane, elevator, propeller, tail or nose oleo, rudder, wing or aileron ;
  - (ii) when the accident involved the death or injury of any person ;
  - (iii) when a forced landing occurs;
  - (iv) when one engine fails in a multi-engined aircraft in flight.

(c) *Aircraft missing on operational flights.*—When the cause is unknown, such aircraft may be assumed to be casualties due to enemy action and thus need not be reported on Form A.25. If, however, subsequent information indicates that enemy action was not responsible then the incident is to be reported on Form A.25.

*Note D.*—There are a large number of incidents (not necessarily resulting in damage to an aircraft) that may occur and for which a written report would be of value, although not strictly called for under these instructions. Form A.25 is, therefore, to be rendered when the Commanding Officer considers that any points of special importance requiring remedial action (i.e. those involving training, accident trends, medical, psychological condition or "flying character" of pilots or air crew, air or ground organization, modification action, etc.) will be revealed.

#### INSTRUCTIONS FOR FILLING IN FORM A.25

8. Instructions and a guide for filling in Form A.25 are to be found in the folder "Form A.25 (Instructions)" which is made up as a cover for Form A.25 for internal circulation in ships and stations.



## RESPONSIBILITY FOR RENDERING FORMS A.25

9. (a) *When a single aircraft is involved.*—Responsibility for reporting an accident on the Form A.25 rests with the Commanding Officer of the ship or station at which the aircraft is held on charge.

When an aircraft crashes away from its parent ship or station, the Commanding Officer is still responsible for reporting the accident on Form A.25. In such cases, however, the following rules apply:—

- (i) *Shore based aircraft.*—When the original signal reporting the accident has been sent by a ship or station other than the parent station, the Commanding Officer of that ship or station is to investigate the accident and make a prompt report in writing to the Commanding Officer of the parent station. This report should include all the information required to complete Form A.25 which is not available to the Commanding Officer of the parent station (e.g. the circumstances of the accident, Air E.O.'s report, weather at the time and site of the accident, etc.), together with any recommendations for remedial action or disciplinary measures.
- (ii) If the original signal report is made by a R.A.F. station, the Commanding Officer of the station having the aircraft on charge is to request the Officer Commanding the R.A.F. station to investigate the accident and render a report to him on the lines indicated in sub-paragraph (i) above.
- (iii) In the case of Naval aircraft stationed at or disembarked to a R.A.F. station, the responsibility for reporting an aircraft accident on Form A.25 rests with the Commanding Officer of the parent station of the Naval air section concerned.
- (iv) In cases where the accident does not come under (i), (ii) or (iii) above, the Commanding Officer of the station having the aircraft on charge is to take any action required to ensure that the accident is investigated and a full report made; if necessary, requesting the nearest N.A.S. to undertake an investigation on the site and report as in sub-paragraph (i).
- (v) *Ship based aircraft.*—When the original signal reporting the accident has been sent by a ship or station, other than the parent ship, the Commanding Officer of that ship or station is to investigate the accident and make a prompt report in writing to the Commanding Officer of the parent ship. This report should include all information required to complete Form A.25, which is not available to the Commanding Officer of the parent ship (e.g. the circumstances of the accident, Air E.O.'s report, weather at the time and site of the accident, etc.), together with any recommendations for remedial action or disciplinary measures.
- (vi) In all other cases, the Senior Naval Air Authority (where available) or other Administrative Authority of the area in which the aircraft accident has occurred, is responsible for ensuring that the accident is investigated and a report made to the Commanding Officer of the parent ship.
- (b) *When two or more aircraft are involved.*—(i) If an accident occurs involving damage to two aircraft, one of which is stationary at the time, then the responsibility for reporting the accident on Form A.25 rests with the Commanding Officer of the parent ship or station of the moving aircraft and one report only is required.
- (ii) If an accident involves two or more aircraft in flight or taxiing, Form A.25 is to be rendered for each aircraft by the Commanding Officer of the parent ship or station of each aircraft.

## AUTHORITIES TO WHOM FORM A.25 IS TO BE RENDERED

10. (a) *At Home or in Home Waters.*—(i) Accidents to second line aircraft and to aircraft in first line squadrons which are disembarked for purposes other than operating against the enemy:

3 copies of the report are to be forwarded to the Administrative Authority  
1 copy to F.O.N.A.S. where he is not the Administrative Authority concerned.

(ii) Accidents to aircraft of embarked first line squadrons:

3 copies to the Administrative Authority if in company; if not in company, 3 copies to the Senior Naval Officer present and one copy direct to the Administrative Authority.

(iii) Accidents to first line squadrons disembarked for operations against the enemy:

1 copy to the officer (of whichever Service) operationally responsible for the unit.

3 copies to the Administrative Authority concerned.

1 copy to F.O.N.A.S. (where he is not the Administrative Authority concerned).

(b) *Abroad.*—(i) Any accidents to second line aircraft and aircraft in first line squadrons when embarked or disembarked:

As for paragraph 10 (a) (ii) above.

(ii) Any accidents to aircraft disembarked for operations against the enemy:

1 copy to the officer (of whichever Service) operationally responsible for the unit.

3 copies to the Administrative Authority concerned.

(c) *In all cases*, one copy of the A.25 is to be forwarded direct to the Admiralty, Aircraft Accident Prevention Section, Rex House, Regent Street, London, S.W.1. (From abroad, this copy should be sent by microgram if possible.)

(d) When the accident occurs as in paragraph 9 (a) (i) and (v) or 9 (b) (i) and (ii) above, one extra copy of the Form A.25 is to be prepared and forwarded for information to the ship or station making the original signal report or having the other aircraft involved on charge.

(e) In all cases under paragraph 9 (a) (i) and (v) and 9 (b) (i) and (ii) above where two Administrative Authorities are concerned, one extra copy is to be prepared and forwarded to the parent Administrative Authority.

## ACTION TO BE TAKEN BY ADMINISTRATIVE AUTHORITY OR SENIOR NAVAL OFFICER WHEN APPLICABLE

11. When the appropriate authority has remarked and stated the action intended or proposed on the reports made on Form A.25, copies of this form are to be forwarded as follows:—

(a) *At Home or in Home Waters.*—

1 copy to the Admiralty.

1 copy to F.O.N.A.S.

(b) *Abroad.*—

1 copy to the Admiralty (if possible by microgram).

1 copy to the Senior Naval Authority in the area.

(c) In cases occurring as in paragraph 9 (a) (i) and (v) and 9 (b) (i) and (ii) above, one copy to any other Administrative Authority or Senior Naval Officer concerned for information and with recommendations for any action considered necessary.

*Note E.*—Any action taken on these reports is to be reported to the Admiralty through the usual channels by the authority concerned.

## BOARDS OF INQUIRY

12. (a) *Convening Authority.*—The Administrative Authority, or where he is not available, other recipient of the written report (see paragraph 10 (a) (ii) and 10 (b) (i)) will, at his discretion, decide if a Board of Inquiry is necessary, whether or not it has been requested in the accident signal. In the case of accidents where two Administrative Authorities may be involved (i.e., in cases occurring as in paragraph 9 above) the senior Administrative Authority is to make the decision.

Alternatively, the Administrative Authority may order an Investigating Officer to investigate the accident. (See Note C (ii) to paragraph 5 above.)

In cases of accidents as a general rule requiring a Board of Inquiry (see Note C (ii) (a), (b), (c), (d), (e) to paragraph 5), when the Administrative Authority decides that a Board of Inquiry is not necessary his reasons are to be given in Section 18 of the Form A.25.



(b) *Duties of the President of the Board.*—The President of the Board is to ensure that:—

- (i) The accident is carefully and fully investigated with a view to arriving at its cause.
- (ii) The Board has the benefit of the evidence of any necessary specialist or technical officer.

(c) *Findings of the Board.*—The findings of the Board should include:—

- (i) A report of the occurrence bringing out all the relevant established facts.
- (ii) The *opinions* of the Board on all contributory causes of the accident.
- (iii) Any *recommendations* to prevent similar occurrences.

(iv) The date when the pilot was awarded his flying badge together with any further information regarding his flying experience not already recorded in paragraph 10 of the relevant Form A.25; the opinion of the Board as to the condition of the aircraft at the commencement of the flight; the date and time when it was last examined by the appropriate maintenance ratings, and whether Forms 700 and 701 were properly completed.

(v) In the event of casualties to civilians or damage to property other than Crown property, whether the procedure for dealing with claims has been complied with.

(d) *Action to be taken on the conclusion of the inquiry.*—(i) *At home.*—Four copies of the proceedings of the Board, the findings duly signed by the members, are to be forwarded by the President of the Board to the authority convening the Board, who will forward one copy to F.O.N.A.S. and two copies to the Admiralty. Where F.O.N.A.S. is the convening authority concerned, four copies are to be forwarded to him. Where an investigation has been undertaken by the A.I.B. one copy of the proceedings is to be forwarded to that branch.

(ii) *Abroad.*—As for 12 (d) (i) above, but no copy to F.O.N.A.S.

(iii) *At home and abroad.*—If undue delay would be caused owing to the absence of the convening authority, one copy is to be forwarded to him, two copies being forwarded direct to the Admiralty. If another Administrative Authority is involved, one extra copy is to be prepared which will be forwarded to the other Administrative Authority concerned by the convening authority. If Royal Air Force personnel are involved, one extra copy is to be prepared by the convening authority for forwarding to the appropriate Air Officer Commanding. When the accident is fatal and necessitates the holding of an inquest, a statement of the verdict of the Coroner's Court is, if available, to be annexed to the proceedings of the Board of Inquiry.

#### OTHER ACTION TO BE TAKEN BY COMMANDING OFFICERS AS A RESULT OF AN AIRCRAFT ACCIDENT

13. The Commanding Officer of the ship or Naval air station to which the aircraft belongs (except in cases occurring as in paragraph 9 (a) (i) and (v) above) is responsible for:—

(i) Ensuring that a guard is posted on the wreckage by the appropriate authority until its removal.

(ii) Preserving the wreckage in its original state until an investigation has been completed—

(a) by the Air Engineer Officer;

(b) by other officers where this is appropriate and is ordered by the Administrative Authority;

(c) by the A.I.B. where this is appropriate.

If it constitutes an important or dangerous obstruction (e.g. on a runway, main road or railway) the wreckage may be removed after photographs have been taken of it whenever practicable at the discretion of the Commanding Officer.

(iii) Preserving any part or parts of the wreckage likely to be required for examination by a Board of Inquiry.

(iv) Rendering Form A.21 (dealing with defects or failures) in accordance with current procedure.

(v) Dealing as early as practicable with claims in respect of injury to civilians or damage to private property in accordance with instructions in A.F.O. 4847/42, as amended by A.F.Os. 5879/42 and 1553/43.

(vi) Ensuring that where the condition of the airframe or engine is category "Z.Z.", Form A.9 is rendered as laid down in A.F.O. 2725/42, Part VI, paragraph 3. When the aircraft cannot be repaired by local resources, F.O.N.A.S. or Com. N.A.S.(N) at home or, if abroad, the Senior Naval Air Authority, where appropriate, or other Administrative Station Authority, will issue instructions as to repair in accordance with A.F.O. 2725/42, Part VI, paragraph 2.

*Note F.*—In accidents occurring ashore to ship-borne aircraft, if the original signal reporting the accident is made by the Commanding Officer of a Naval air station, he will be responsible for action under sub-paragraphs (i), (ii), (iii) and (v) above. Otherwise the Senior Naval Air Authority (where appropriate) or the Administrative Authority of the area in which the accident occurs will be responsible.

14. It is the duty of the Commanding Officer of a ship or Naval air station to take all suitable action in the case of an accident to aircraft of any service or civilian organization which occurs in the vicinity of his ship or station.

(A.F.Os. 2725/42, 4847/42, 5879/42 and 1553/43.)

(A.F.O. 4257/43 is cancelled.)

See AFO 5593/46 ✓ 6126.—Aircraft Accidents—Medical Officers' Reports (A./M.D.G. 56861/44.—16 Nov. 1944.)

The importance of the medical investigation of aircraft accidents does not appear to be generally realized. In some cases Medical Officers have failed to submit a report because they have considered no useful information could be gained in so doing. In future a medical report is to be rendered in all cases of flying accidents where any member of an air crew has suffered any degree of injury however slight and in all cases where, although no injury has been sustained, useful information can be given about the factors which might have prevented injury. To ascertain the facts about such accidents is as important as establishing the cause of death in fatal accidents.

2. The medical report should consist of a general analytical survey of the accident and should include any recommendations suggested by the investigation or by personal observations and impressions. The report, when studied in conjunction with Form A.25, may materially assist in the prevention of further accidents and lead to improvements both of equipment and design.

3. The following factors should be considered in compiling these reports:—

(a) *Material factors* which may have contributed to, reduced, or prevented injury to the aircrew—

(i) in relation to cockpit lay-out, e.g., safety devices, seats, position of occupants in aircraft (including probable position immediately prior to the accident, noting such facts as whether the occupants were standing, sitting or lying down, braced against any part, etc., facing fore or aft), direction in which occupants were thrown and which part of aircraft caused injury, etc.;

(ii) in relation to equipment factors, e.g., Mae West, flying boots, goggles, gloves, helmet, flying suits, safety harness, etc. The type of equipment used should be noted.

The nature of injuries sustained should be described and, if fatal, the probable cause of death should be stated.

(b) *Other Factors.*—(i) *Visual factors*—e.g., atmospheric conditions, scratched, dirty or oily windscreens, blinding by hydraulic leaks, dirt in eyes on landing or taking off, whether goggles were worn; at night—sky illumination (state of moon, starlight, etc.), dark adaptation, faulty cockpit lighting, glare from exhausts, flares and searchlights, late instrument transference on take off, etc.



- (ii) Anoxia—due to failure to use equipment, faulty equipment, freezing up. In this regard effects of anoxia on night vision, must be specially considered.
- (iii) Noxious gases.—Carbon monoxide is of special importance and a blood specimen must be taken in every doubtful case of accident. The amount of C.O. contained in the blood has a direct relationship to altitude tolerance. It is to be noted that the use of oxygen does not exclude carbon monoxide as the British mask mixes cockpit air with oxygen unless the regulator is set at or above 30,000 ft. A separate A.F.O. is being issued with regard to C.O. poisoning and investigation.
- (iv) G. Factors.—Blackouts or redouts should be considered when accidents occur during or immediately following aerobatics or tactical exercises.

4. The medical report should include the following details for each member of aircrew; current medical flying category, date of last medical examination, any recent sickness or injury, any evidence of recent flying strain or fatigue, a brief résumé of previous medical history when relevant; use made of personal first-aid equipment and aids to self-preservation generally should also be included.

5. Every facility should be given to the Medical Officer in the preparation of these reports which are to be forwarded with Form A.25.

*(A.F.O. 6125/44.)*

*(A.F.O. 3518/44 is cancelled.)*