

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32		
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																			
CAUSES OF ACCIDENTS																																	
UNIT 111 F. SQDN.		COM. Patricia Bay		PLACE W.A.C.		DATE 19-4-42		TIME 0930																									
A/C TYPE Kittyhawk		No. AL212		CRASH CAT. A		SE x		ME		DAY x		NIGHT																					
NAME				RANK		No.		DUTY		INJURIES				SERIOUS																			
Stapleton D.J.				SGT.		R103264		P.		Killed.				FATAL		INJURY																	
												CARD SERIAL NO.		1																			
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																					
Kittyhawk AL212		AL212		Total								INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.													
Allison 6389		6389		Total								28		16		---		5		63		75											
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE													
A-646 19-4-42																																	
NATURE OF ACCIDENT																																	

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

19
 18
 17
 16
 15
 14
 13
 12
 11
 10
 9
 8
 7
 6
 5
 4
 3
 2
 1

UND'TD
 PRIMARY
 HAND Q
 INSTS.
 WEATHER
 DRKNS.
 AL'G SURF.
 OTHER
 UND'TD
 PRIMARY
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3rd. 2
 1

DUTY ON WHICH ENGAGED:

**Air to ground firing. exercises.
on the Galiano Range.**

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Court of Inquiry.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

**Aircraft dove down towards the
sea, levelled at 200 ft., and
seemed out of control, after this
it nosed into the sea and has not
been recovered.**

DATE:

COMPOSITION:

11/27/44 / 1st Lt. [unclear]

RECOMMENDATIONS:

- (1) THAT THE CARRYING OF SEA MARKERS OR OTHER PYROTECHNICS IN A SINGLE SEATER A/C NOT EQUIPPED WITH AN AUTHORIZED RELEASING CHUTE BE PROHIBITED
- (2) THAT ALL LAND PLANE PILOTS BE WARNED OF THE DANGER OF FLYING LOW OVER GLASSY WATER CONDITIONS.
- (3) THAT PILOTS BE REQUIRED TO HAVE A MINIMUM OF 7½ HOURS FAMILIARIZATION IN ANY TYPE OF AIRCRAFT BEFORE BEING PERMITTED TO CARRY OUT AIR FIRING EXERCISES."

PRIMARY CAUSE:

~~The pilot whilst reducing height at
a low engine revs., attempted unsuccess-
fully to release an aluminum sea marker
and or became confused on approaching
a glassy water surface, pulled up
sharply, stalled the a/c and crashed.~~

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

NIL

CONCLUSIONS OF A.I.B.

THE PILOT, COMPARATIVELY INEXPERIENCED ON KITTYHAWK TYPE BECAME CONFUSED WHEN DIVING OVER A CALM GLASSY WATER SURFACE, PULLED UP SHARPLY, STALLED THE AIRCRAFT AND CRASHED INTO THE SEA. IT IS POSSIBLE THAT THE PILOT BLACKED OUT DURING THE RECOVERY FROM THE DIVE.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft crashed into the sea
and has not been found.~~

19. Out of control (19)

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____