

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																																																
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<table border="1"> <tr> <td colspan="1">TECH.</td> <td colspan="1">DISOB.</td> <td colspan="1">NEG'NCE</td> <td colspan="1">INEXP'NCE</td> <td colspan="1">MISCEL.</td> <td colspan="1">INSTRUCT.</td> <td colspan="1">FLT. CONTR.</td> <td colspan="1">OTHERS</td> <td colspan="1">PRIMARY</td> <td colspan="1">FL. CONTS.</td> <td colspan="1">MOV. SURFS.</td> <td colspan="1">STAB. SURFS.</td> <td colspan="1">W. STRUTS</td> <td colspan="1">LAND. GEAR</td> <td colspan="1">FLOATS</td> <td colspan="1">FUSE. OR HULL</td> <td colspan="1">TAIL SKID OR W.</td> <td colspan="1">ENGINE MOUNT.</td> <td colspan="1">MISCEL.</td> <td colspan="1">UND'TD</td> <td colspan="1">PRIMARY</td> <td colspan="1">FUEL SYS.</td> <td colspan="1">COOL SYS.</td> <td colspan="1">IGNIT. SYS.</td> <td colspan="1">LUB'N SYS.</td> <td colspan="1">ENG. STR.</td> <td colspan="1">AIRSCREW A.</td> <td colspan="1">ENG. CONTS.</td> <td colspan="1">MISCEL.</td> <td colspan="1">UND'TD</td> <td colspan="1">PRIMARY</td> <td colspan="1">HAND Q.</td> <td colspan="1">INSTS.</td> <td colspan="1">WEATHER</td> <td colspan="1">DRKNS.</td> <td colspan="1">ALG SURF.</td> <td colspan="1">OTHER</td> <td colspan="1">UND'TD</td> <td colspan="1">PRIMARY</td> <td colspan="1">TAXING</td> <td colspan="1">LANDING</td> <td colspan="1">TAKE-OFF</td> <td colspan="1">FLIGHT</td> <td colspan="1">STATRY</td> <td colspan="1">FATAL</td> <td colspan="1">INJ.</td> <td colspan="1">3RD.</td> <td colspan="1">K.</td> </tr> </table>																																TECH.	DISOB.	NEG'NCE	INEXP'NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTS.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND. GEAR	FLOATS	FUSE. OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UND'TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTS.	MISCEL.	UND'TD	PRIMARY	HAND Q.	INSTS.	WEATHER	DRKNS.	ALG SURF.	OTHER	UND'TD	PRIMARY	TAXING	LANDING	TAKE-OFF	FLIGHT	STATRY	FATAL	INJ.	3RD.	K.
TECH.	DISOB.	NEG'NCE	INEXP'NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTS.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND. GEAR	FLOATS	FUSE. OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UND'TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTS.	MISCEL.	UND'TD	PRIMARY	HAND Q.	INSTS.	WEATHER	DRKNS.	ALG SURF.	OTHER	UND'TD	PRIMARY	TAXING	LANDING	TAKE-OFF	FLIGHT	STATRY	FATAL	INJ.	3RD.	K.																																
PILOT	OTHERS	AIRFRAME FAILURE	ENGINE FAILURE	CAUSES OF ACCIDENTS																																																																											
UNIT	7 BR Sqdn.	COM.	WAC	PLACE	Prince Rupert	DATE	1-6-42	TIME	1620	H.Q. FILE																																																																					
A/C TYPE	Shark Mk.2	No.	503	CRASH CAT.		SE	X	ME		DAY	X	NIGHT		MISCELLANEOUS																																																																	
NAME	Doolittle, G.	RANK	E/O	No.	J6949	DUTY	P	INJURIES	Uninjured	SERIOUS	FATAL	INJURY	CARD SERIAL No.																																																																		
Fitzpatrick	SGT	R55567	O					"																																																																							
Hawkins	"	R96248	AG					"																																																																							
TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	INST.	NIGHT	ON TYPE	TOTAL	LAST 6 MOS.	HOURS FLOWN BY PILOTS																																																																				
Shark	503	Slight				30	10	-	131	44	183																																																																				
Tiger AS5893/1805	Nil																																																																														
SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE	STAGE OF FLIGHT																																																																									
NATURE OF ACCIDENT																																																																															

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

R.170

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

700/02F

Pilot started engine, began a turn to taxi out to take-off position. Bowden cable broke, depriving pilot of water rudders.

The current of tide was too strong to finish turn, pilot shut off engine switches & A/C drifted into

PRIMARY CAUSE: cement buttment.

Failure of water rudder controls.

ACTION TAKEN:

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

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

A/C drifted into cement buttment, slight damage was caused to stbd. float stbd. lower mainplane & one inter-plane strut.

RECORDED BY

DATE

CHECKED BY

DATE