

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 126 (F) Sqn.		COM. E.A.C.		PLACE Bald Rock Penoant										DATE 22-7-42		TIME 0745																	
Dartmouth, N.S.				Harbour near Dartmouth										H.Q. FILE 1300-BW871-1																			
A/C TYPE Hurricane		No. BW 871		CRASH CAT. A		SE x		ME		DAY x		NIGHT																					
NAME				RANK		NO.		DUTY		INJURIES				SERIOUS																			
Turner, C.F.				F/L		40960		S.P		Missing (Presumed/Drowned) Killed.				FATAL 1		INJURY																	
										CARD SERIAL NO.																							
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																					
Hurricane BW871		BW871		Totally								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.															
Merlin 111 149950		149950		40960		Totally						17		1		62																	
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE													
A 4				22-7																													
NATURE OF ACCIDENT																																	

CAUSES
 STAGE OF FLIGHT
 MISCELLANEOUS
 HAND O.
 INSTS.
 WEATHER
 DRKNS.
 ALG SURF.
 OTHER
 UND TD
 PRIMARY
 TAKING
 LANDING
 TAKEOFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3rd.
 INJURY

DUTY ON WHICH ENGAGED:

Escort duty.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Flt. Lt. Turner made a right hand circuit, came low over the ship, again rolled but this time at about 40 to 100 feet, but this time the A/C crashed into the water and sank immediately into about 40 fathoms of water.

COURT OF INQUIRY

DATE: 23-7-42.

COMPOSITION:

1206/102

S/L Gardner, G.R. 121 (Composite) Sqdn.
F/O Pennock C.G. 127 (F) Sqdn.

RECOMMENDATIONS:

Steps to be taken to impress personnel in Operational Squadrons with regulations in C.A.P. 100, particularly Section governing all flying regulations. A.O.C. recommends that particularly Sec. 1 of C.A.P. 100 be strictly adhered to.

PRIMARY CAUSE:

~~Pilot error doing low aerobatics.~~

19. Out of control

19

ACTION TAKEN:

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

Nil.

CONCLUSIONS OF AIB

Hurricane A/C crashed in the water when the pilot was engaging in unauthorized low aerobatics. Although the pilot is missing, there is no reasonable doubt that the pilot was killed when the A/C crashed into the sea.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C struck the water.~~

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____