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DUTY ON WHICH ENGAGED:

**Authorized Reconnaissance Patrol.**

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

COURT OF INQUIRY

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: August 3rd. 1942.

COMPOSITION:

F/O J.D.B. Matheson (J6998)	No. 9BR Sqdn.
F/O J.A.N. Johnson (C8995)	No. 9BR Sqdn.
P/O G.A. Brebner (J8802)	No. 9BR Sqdn.

RECOMMENDATIONS:

Nil *FD/MD/ES/MP/MS/SUS*

Port engine failed due to blowing of cylinder. Unable to maintain altitude with one engine, a forced landing was necessary through a heavy fog bank, the base of which was 20' above the water. In carrying out this landing the stbd. wing tip PRIMARY CAUSE: float was torn loose.

~~Engine failure, and inability of aircraft to maintain height with one engine, coupled with unfavourable conditions.~~

*17. Forced Landing*

ACTION TAKEN:

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

Provisions are being made for further training of pilots in rough water landings.

Conclusions of A.I.B.

Agree with the findings and approval of A.O.C.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Forced landing in heavy sea under conditions of heavy fog and swells.~~

*26. Engine trouble Accident*

*26*

RECORDED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_