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 FLT. CONTR.
 OTHERS
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 STAB SURFS.
 W. STRUTS
 LAND. SEAR
 FLOATS
 FUSE. OR PULL.
 TAIL SWAY D/W.
 ENGINE MOUNT.
 MISCEL.
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 FUEL SYS.
 COOL SYS.
 IGN. SYS.
 LUB'N SYS.
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 MISCEL.
 UND'TD
 PRIMARY
 HAND Q.
 INSTS.
 WEATHER
 DRKNS.
 AL'G SURF.
 OTHER
 UND'TD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STAFFRY
 FATAL
 INJ.
 3RD.
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CAUSES OF ACCIDENTS

UNIT	135 Sqn.	COM.	WAC	PLACE	10 miles S. of Sydney Is.	DATE	22-3-43	TIME	1423
	Patricia Bay, B.C.					H.Q. FILE	1100-54-17		
A/C TYPE	Hurricane IIB	No.	5420	CRASH CAT.	A	SE	ME	DAY	NIGHT
	Hurricane IIB		5417 P		C	x		x	

NAME	RANK	No.	DUTY	INJURIES	SERIOUS	
					FATAL	INJURY
Foster, D .S.	F/S	R100681	P.	NIL.		
Beazer, M.A.	F/S	R121250	P.	Fatal	1	
					CARD SERIAL NO.	
					X	

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS						
						INST	NIGHT	ON TYPE		TOTAL	LAST 6 MOS.	
Hurricane 5417		Slightly						DUAL	SOLO	DUAL	SOLO	
P.Merlin A522/A265481		Propellor damaged.										
Hurricane 5420		Total										
P.Merlin A5946/41-48503		Total										

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
A-602 22-3-43					
A-603 22-3-43					

NATURE OF ACCIDENT

CAUSES
 STAGE OF FLIGHT
 MISCELLANEOUS
 UND'TD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STAFFRY
 FATAL
 INJ.
 3RD.
 2
 1

DUTY ON WHICH ENGAGED:

Submarine spotting exercise.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

COURT OF INQUIRY

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Pilot flying No. 3 in formation line astern crashed into tail of No. 2 directly in front, severely damaging his propellor. He managed to land at base. 5420 went out of control and pilot bailed out into the water. Body was recovered four

DATE: 24 March/43 S/L. Wilson, J.T. (C244)
COMPOSITION: *MDI* F/L. Austin, E.R. (C1582)
ICAP/PC/XXC (F/O. Hay, R.D. (J7608)
ICAP/A

RECOMMENDATIONS:

See Summary No. 886 for recommendations re sea rescues.

PRIMARY CAUSE: hours later.

~~26. Collision in the air.~~

N. Gallivan etc

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B. AGREE WITH FINDINGS.

LACK OF PROPER UNDERSTANDING BETWEEN PILOTS AS TO TYPE OF LINE-ASTERM FORMATION TO BE CARRIED OUT.

LACK OF UNDERSTANDING BETWEEN GROUP OPERATIONS, SECTION CONTROL, FLYING CONTROL AND STATION OPERATIONS AS TO SIGNALS AND MESSAGES ALSO LACK OF SEA RESCUE ORGANIZATION, INCLUDING POORLY PAINTED MAE WESTS, LACK OF DYES AND SIGNALLING DEVICES IN DINGHIES.

THE MARINE CRAFT CREW FAILED TO KEEP A KEEN LOOKOUT. DID NOT SEE CRASH NOR SEE PILOT BAIL OUT ALTHO POSITION OF CRASH WAS IN VICINITY OF THE

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~32. Pilot error. Sudden throttling back of engine leading A/C caused following A/C to overrun and collide.~~

BOMBING RANGE WHERE MARINE CRAFT WAS ON DUTY.

RECORDED BY

DATE

CHECKED BY

DATE