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DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Operations.

OR COMMANDING OFFICER'S REPORT:

COURT OF INQUIRY

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

Aircraft crashed on take-off. Pilot attempted to pull A/C off water after swinging and colliding with #4 flare, did so but A/C hit water 300 yds beyond end of flare path. A/C sank followed by under-water explosion believed to have been depth charges.

COMPOSITION:

*COC/ACC/PST/0/2/4001*

RECOMMENDATIONS:

Adequate de-icing be provided for windshields of flying boats. Better facilitation and organization for night operations on the water at RCAF Station, Dartmouth. Selected pilots only to do night take-offs from the water under freezing conditions.

A.O.C. does not concur in the recommendations.

ACTION TAKEN:

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

CONCLUSIONS OF A.L.B.

WHILE AGREEING WITH THE FINDINGS IT IS CONSIDERED THAT THE RESCUE AND LIFE SAVING APPARATUS AT THIS UNIT IS ENTIRELY INADEQUATE. IT IS NOTED FURTHER THAT (1) FORM L.14 WAS NOT SIGNED BY THE FLIGHT OR MAINTENANCE SHIFT-N.C.C. AT THIS UNIT. (2) NO MEDICAL ORDERLY ON DUTY AT MARINE SECTION. (3) CRASH BOAT NOT IN POSITION.

PRIMARY CAUSE

Obscure.

Possibly icing of windscreen, lack of experience, swing on take-off towards flares and control boat which when air-borne would place pilot in an unsettled state.

14

14. OUT. OF CONTROL. SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Hitting flare and crashing into water.

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_