

| Category<br>D<br>C<br>B<br>A   | Type of Engine<br>15<br>14<br>13<br>12<br>11<br>10<br>9<br>8<br>7<br>6<br>5<br>4<br>3<br>2<br>1 | Type of Accident<br>19<br>18<br>17<br>16<br>15<br>14<br>13<br>12<br>11<br>10<br>9<br>8<br>7<br>6<br>5<br>4<br>3<br>2<br>1 | CAUSES OF ACCIDENTS | Miscellaneous Causes<br>MISCELLANEOUS CAUSES | Stage of Flight<br>STAGE OF FLIGHT |                   |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
|--|---|---|---------------------|--|------------------------------------|-------------------|-----------------|------------------|-------------|----------------|---------------------|-----------------------|---------|---------|------|-----------------|-----|-------------------------|-----------|-----------------|--|------------|-----|-------------|------------|------|-----------|---|--|---------------|-----|--------|-----|------|--|--|--|------------|-----|-----------------|-------------|------|--|--|--|------------------|------|---------|------|------|--|--|--|--------------|-----|-------------|------|------|------|--|--|--------------|-----|---------|------|------|--|--|--|----------------|-----|---------|------|------|--|--|--|--------------|------|--------|------|------|--|--|--|--------------|------|---------|------|------|--|--|--|----------------|-----|--------|-------|------|--|--|--|
| <table border="1"> <tr> <th colspan="2">TYPE OF A/C</th> <th colspan="2">AIRFRAME FAILURE</th> <th colspan="2">ENGINE FAILURE</th> </tr> <tr> <td>PILOT</td> <td>OTHERS</td> <td colspan="2"></td> <td colspan="2"></td> </tr> </table>  |   |   |                     |  |                                    | TYPE OF A/C       |                 | AIRFRAME FAILURE |             | ENGINE FAILURE |                     | PILOT                 | OTHERS  |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| TYPE OF A/C  |   | AIRFRAME FAILURE  |                     | ENGINE FAILURE                               |                                    |                   |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| PILOT  | OTHERS  |   |                     |  |                                    |                   |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| <table border="1"> <tr> <td>UNIT</td> <td>COM.</td> <td>PLACE</td> <td>DATE</td> <td>TIME</td> </tr> <tr> <td>117 Sqdn. <b>BK</b></td> <td></td> <td></td> <td>26-3-43</td> <td>2000</td> </tr> <tr> <td>Dartmouth, N.S.</td> <td>EAC</td> <td>Dartmouth Seaplane base</td> <td>H.Q. FILE</td> <td>1100-97-05</td> </tr> </table>  |   |   |                     |  |                                    | UNIT              | COM.            | PLACE            | DATE        | TIME           | 117 Sqdn. <b>BK</b> |                       |         | 26-3-43 | 2000 | Dartmouth, N.S. | EAC | Dartmouth Seaplane base | H.Q. FILE | 1100-97-05      |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| UNIT   | COM.  | PLACE   | DATE                | TIME   |                                    |                   |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| 117 Sqdn. <b>BK</b>  |   |   | 26-3-43             | 2000   |                                    |                   |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| Dartmouth, N.S.  | EAC   | Dartmouth Seaplane base   | H.Q. FILE           | 1100-97-05                                   |                                    |                   |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| <table border="1"> <tr> <td>A/C TYPE</td> <td>No.</td> <td>CRASH CAT.</td> <td>SE</td> <td>ME</td> <td>DAY</td> <td>NIGHT</td> </tr> <tr> <td>Canso</td> <td>9705</td> <td>B</td> <td></td> <td>x</td> <td></td> <td>x</td> </tr> </table>   |   |   |                     |  |                                    | A/C TYPE          | No.             | CRASH CAT.       | SE          | ME             | DAY                 | NIGHT                 | Canso   | 9705    | B    |                 | x   |                         | x         |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| A/C TYPE   | No.   | CRASH CAT.  | SE                  | ME   | DAY                                | NIGHT             |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| Canso  | 9705  | B   |                     | x  |                                    | x                 |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| <table border="1"> <thead> <tr> <th>NAME</th> <th>RANK</th> <th>NO.</th> <th>DUTY</th> <th colspan="2">INJURIES</th> <th colspan="2">SERIOUS</th> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>FATAL</td> <td>INJURY</td> <td colspan="2">CARD SERIAL NO.</td> </tr> </thead> <tbody> <tr> <td>KNOX, D.S.</td> <td>F/L</td> <td>C1174</td> <td>CAPT.</td> <td>NIL.</td> <td></td> <td colspan="2">x</td> </tr> <tr> <td>KOOSTER, N.M.</td> <td>F/O</td> <td>J11028</td> <td>2P.</td> <td>NIL.</td> <td></td> <td colspan="2"></td> </tr> <tr> <td>PIKE, A.C.</td> <td>P/O</td> <td>N21076</td> <td>NAV.</td> <td>NIL.</td> <td></td> <td colspan="2"></td> </tr> <tr> <td>MCKILLIGAN, L.G.</td> <td>Sgt.</td> <td>R115996</td> <td>NAV.</td> <td>NIL.</td> <td></td> <td colspan="2"></td> </tr> <tr> <td>MUTCHINS, H.</td> <td>P/O</td> <td>J14972</td> <td>WAG.</td> <td>NIL.</td> <td></td> <td colspan="2"></td> </tr> <tr> <td>HOOPER, E.W.</td> <td>F/S</td> <td>R110025</td> <td>WAG.</td> <td>NIL.</td> <td></td> <td colspan="2"></td> </tr> <tr> <td>LEVEILLE, J.M.</td> <td>F/S</td> <td>R117664</td> <td>WAG.</td> <td>NIL.</td> <td></td> <td colspan="2"></td> </tr> <tr> <td>MADSEN, A.C.</td> <td>LAC.</td> <td>R88936</td> <td>ENG.</td> <td>NIL.</td> <td></td> <td colspan="2"></td> </tr> <tr> <td>HNATEJKO, J.</td> <td>LAC.</td> <td>R852379</td> <td>ENG.</td> <td>NIL.</td> <td></td> <td colspan="2"></td> </tr> <tr> <td>RICHARDS, W.F.</td> <td>F/O</td> <td>C81141</td> <td>PASS.</td> <td>NIL.</td> <td></td> <td colspan="2"></td> </tr> </tbody> </table> |   |   |                     |  |                                    | NAME              | RANK            | NO.              | DUTY        | INJURIES       |                     | SERIOUS               |         |         |      |                 |     | FATAL                   | INJURY    | CARD SERIAL NO. |  | KNOX, D.S. | F/L | C1174       | CAPT.      | NIL. |           | x |  | KOOSTER, N.M. | F/O | J11028 | 2P. | NIL. |  |  |  | PIKE, A.C. | P/O | N21076          | NAV.        | NIL. |  |  |  | MCKILLIGAN, L.G. | Sgt. | R115996 | NAV. | NIL. |  |  |  | MUTCHINS, H. | P/O | J14972      | WAG. | NIL. |      |  |  | HOOPER, E.W. | F/S | R110025 | WAG. | NIL. |  |  |  | LEVEILLE, J.M. | F/S | R117664 | WAG. | NIL. |  |  |  | MADSEN, A.C. | LAC. | R88936 | ENG. | NIL. |  |  |  | HNATEJKO, J. | LAC. | R852379 | ENG. | NIL. |  |  |  | RICHARDS, W.F. | F/O | C81141 | PASS. | NIL. |  |  |  |
| NAME   | RANK  | NO.   | DUTY                | INJURIES                                     |                                    | SERIOUS           |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
|  |   |   |                     | FATAL  | INJURY                             | CARD SERIAL NO.   |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| KNOX, D.S.   | F/L   | C1174   | CAPT.               | NIL.   |                                    | x                 |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| KOOSTER, N.M.  | F/O   | J11028  | 2P.                 | NIL.   |                                    |                   |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| PIKE, A.C.   | P/O   | N21076  | NAV.                | NIL.   |                                    |                   |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| MCKILLIGAN, L.G.   | Sgt.  | R115996   | NAV.                | NIL.   |                                    |                   |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| MUTCHINS, H.   | P/O   | J14972  | WAG.                | NIL.   |                                    |                   |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| HOOPER, E.W.   | F/S   | R110025   | WAG.                | NIL.   |                                    |                   |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| LEVEILLE, J.M.   | F/S   | R117664   | WAG.                | NIL.   |                                    |                   |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| MADSEN, A.C.   | LAC.  | R88936  | ENG.                | NIL.   |                                    |                   |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| HNATEJKO, J.   | LAC.  | R852379   | ENG.                | NIL.   |                                    |                   |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| RICHARDS, W.F.   | F/O   | C81141  | PASS.               | NIL.   |                                    |                   |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| <table border="1"> <tr> <th rowspan="2">TYPE A/F &amp; ENGINE</th> <th rowspan="2">No.</th> <th rowspan="2">EXTENT OF DAMAGE</th> <th rowspan="2">REPORT FORM</th> <th rowspan="2">SERIAL No.</th> <th rowspan="2">DATE</th> <th colspan="6">HOURS FLOWN BY PILOTS</th> </tr> <tr> <th>INST.</th> <th>NIGHT</th> <th colspan="2">ON TYPE</th> <th colspan="2">TOTAL</th> <th>LAST 6 MOS.</th> </tr> <tr> <td>Canso 9705</td> <td></td> <td>Seriously</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pratt &amp; Whitney</td> <td>20726/12327</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>20724/12325</td> <td></td> <td></td> <td>NIL.</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>  |   |   |                     |  |                                    | 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. | Canso 9705 |      | Seriously |   |  |               |     |        |     |      |  |  |  |            |     | Pratt & Whitney | 20726/12327 |      |  |  |  |                  |      |         |      |      |  |  |  |              |     | 20724/12325 |      |      | NIL. |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| 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.           |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| Canso 9705   |   | Seriously   |                     |  |                                    |                   |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| Pratt & Whitney  | 20726/12327   |   |                     |  |                                    |                   |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
|  | 20724/12325   |   |                     | NIL.   |                                    |                   |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| <table border="1"> <tr> <th>SIGNAL No. &amp; DATE</th> <th>UNIT No. &amp; DATE</th> <th>COM. No. &amp; DATE</th> <th>REPORT</th> <th>FILE</th> <th>DATE</th> </tr> <tr> <td>P-801</td> <td>27-3-43</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>   |   |   |                     |  |                                    | SIGNAL No. & DATE | UNIT No. & DATE | COM. No. & DATE  | REPORT      | FILE           | DATE                | P-801                 | 27-3-43 |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| SIGNAL No. & DATE  | UNIT No. & DATE   | COM. No. & DATE   | REPORT              | FILE   | DATE                               |                   |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| P-801  | 27-3-43   |   |                     |  |                                    |                   |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |
| NATURE OF ACCIDENT   |   |   |                     |  |                                    |                   |                 |                  |             |                |                     |                       |         |         |      |                 |     |                         |           |                 |  |            |     |             |            |      |           |   |  |               |     |        |     |      |  |  |  |            |     |                 |             |      |  |  |  |                  |      |         |      |      |  |  |  |              |     |             |      |      |      |  |  |              |     |         |      |      |  |  |  |                |     |         |      |      |  |  |  |              |      |        |      |      |  |  |  |              |      |         |      |      |  |  |  |                |     |        |       |      |  |  |  |

DUTY ON WHICH ENGAGED:

A/S sweep.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

COURT OF INQUIRY

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C struck an obstruction in the water after landing.

DATE: 12-4-43

COMPOSITION:

S/L Hale, E.B. (01408) 116 Squadron.  
F/O Alexander, R.R. (011367) Marine (E.A.C.)  
P/O Knapp, W.J. (J13804) 11 (PR) Squadron.

RECOMMENDATIONS:

NIL.

PRIMARY CAUSE:

57. ~~Miscellaneous.~~

6. Collision

ACTION TAKEN:

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

Nil.

CONCLUSIONS OF 4.1.3.

CANSO APPARENTLY MADE A PERFECTLY NORMAL LANDING IN FAIR WEATHER AND STRUCK SOME UNKNOWN OBJECT WHILE TAXIING, HOLLING THE HULL. IT IS NOTICED THE COURT DOES NOT OFFER ANY RECOMMENDATIONS BUT ON PAGE 18 LAST PARAGRAPH CONCURRED IN A RECOMMENDATION MADE BY 14TH WITNESS. EVIDENCE SEEMS TO CONVEY THE IMPRESSION THAT THERE WERE TOO MANY PERSONS GIVING ORDERS ON THE CRASH BOAT AND ALSO THAT CERTAIN OF THE CREW THROUGH INEXPERIENCE WERE NOT PERFECTLY FIT FOR THEIR JOBS.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

41. ~~Hitting obstructions.~~