

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
18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1														
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
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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
18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1														

TYPE OF A/C	PILOT	OTHERS	AIRFRAME FAILURE				ENGINE FAILURE					
TYPE OF ENGINE	CAUSES OF ACCIDENTS											
CATEGORY	UNIT	COM.	PLACE	DATE	TIME	HOURS FLOWN BY PILOTS						
	#133 Squadron	WAC	In Flight east of Langley Prairie	10.4.43	1500	INST.	NIGHT	ON TYPE	TOTAL	LAST 6 MOS		
	A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT					
	Hurricane IIB	5381	D.1 1/2	X		X						
	NAME	RANK	No.	DUTY	INJURIES		SERIOUS					
	Gaskin, R.A.	FS	R109667	P	Nil		FATAL	INJURY				
							CARD SERIAL No.					
	TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE						
	Hurricane IB	#5381	Slightly									
	P.Merlin 41-48082/A4685											
	SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE						
	A.643	11.4.43										
	NATURE OF ACCIDENT											

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 HAND Q.
INSTS.
WEATHER
DRKNS.
ALG SURF.
OTHER
UNTD
PRIMARY
TAXING
LANDING
TAKE-OFF
FLIGHT
STAT BY
FATAL
INJ.
3RD
5
2
1
 MISCELLANEOUS CAUSES
STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:

Dog fighting practice.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C on recovery from spin pulled out from resultant dive low over a road striking wires strung along road.

DATE: 12 April/43

S/L. W.C.McDowell, #3 R.D.

COMPOSITION:

Inc of PSU

F/O. B. Moore, WAC.

INVESTIGATION

RECOMMENDATIONS:

It appears desirable that some definite record be maintained of before-flight, between-flight and after flight inspections to ensure that such inspections are made on all aircraft and that the inspections are fully carried out.

PRIMARY CAUSE:

~~23. Spinning.~~

22. Collision with Obstructions
22

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B. (891)

From the evidence produced F/S Gaskin could be given the benefit of a doubt and it appears that the wires were broken without his knowledge when the A/C came out of the spin at low altitude.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~26. Collision in the air.~~

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____