

forty minutes until the chute finally spilled and sank. No trace of the chute or body was observed after this. Ens. HOPKINS was picked up by an LCT after being in the water approximately one hour.

RECOMMENDATIONS

The only explanation reached by the trouble board and witnesses was that Ens. BARTSCHAT was either physically incapacitated before the collision or some trouble developed with his plane causing him to pull up violently. The fact that he appeared to be limp in his chute and made no attempts to stop it from swinging upholds the fact that he was either injured or ill before the accident or injured himself getting out of the plane. Since his plane continued to fly normally after he left it, it would seem that the former assumption would be the more logical. However, so little is known about the accident and since the body was not recovered, the cause remains undetermined. Ens. BARTSCHAT was capable, reliable and steady pilot. It is believed that he was incapable of coping with whatever circumstances arose.

Pilots of this squadron have been instructed in the proper procedure for jettisoning parachutes following a water landing.