

19th April 1917 19
328 ✓

PROCEEDINGS of INQUEST

held upon the body of

Basil George Watson.

at Melbourne Morgue.

Received at the Crown Law Offices,
24 APR. 17 19

C.L.O.

R. H. Cole. *Coroner.*

PROCEEDINGS BEFORE CORONERS.

INQUISITION.

VICTORIA, }
TO WIT. }

AN INQUISITION for our Sovereign Lord King George V., taken at
the Morgue, Melbourne, in the State of Victoria, the 19th
day of April A.D. 1917 in the seventh
year of the reign of our said Lord the King, by me, Robert Hodgson Cole,
gentleman, a Coroner of our Lord the King for the Central Bailiwick of the
said State, upon the view of the body of Basil George Watson
then and there lying dead.

Having inquired upon the part of our Lord the King, when, where, how,
and by what means the said Basil George Watson

(1) His or her.

came by¹ his death, I say that

on the 28th day of March 1917

(2) Here state cause
of death, if known;
if unknown, doubt-
ful, or no evidence,
state the fact ac-
cordingly.

15326.

at² Carleton near the Australian Aviation
Camp Basil George Watson fell &
was killed by the fall from his
biplane. I decide that the death is
due to accident

In witness whereof I, the aforesaid Coroner, have to this Inquisition

put my hand, this 19th day of April

A.D. 1917

Robert H. Cro

Coroner.

VICTORIA POLICE.—(47.)

Werribee

Station

MELBOURNE

Police District

28th March 1917.

REPORT of

Mtd Const Filed 5813

Relative to

death of Basil George Station
at Point Cook.

I have to report that a young man named Basil George Station 21 years of age, aviator, single, who resided with his parents at St Hilda Street Elsternwick was killed at the Aviation School, Point Cook, at about 4 p.m. this day. The deceased was not attached to the Flying School here, but has been giving exhibitions of flying in an aeroplane principally constructed by himself and to his own design. He left Elsternwick today between 3 & 4 p.m. for the Aviation School Point Cook in his own aeroplane. He arrived at the Aviation School at the time above stated, flying at a height of about 3,000 feet. He then gave two dives as an exhibition towards the earth, when the wings of the machine collapsed and the deceased & the machine fell into the sea in about three feet of water. Several of the men at the Aviation School noticed the accident & immediately went to his assistance & removed the wreckage of the aeroplane from off the deceased which

Genl Const James
Werribee

W-3-Division

he was still strapped to. Dr. Major Mitchell was present at the time & attended the deceased who was breathing slightly when removed from the water, and who died immediately afterwards and before being placed in the hospital tent at Point Cook. The body was examined by the Doctor who found that his neck was broken, skull fractured, left jaw bone fractured, several ribs broken and the right leg fractured. The deceased was flying at a height of about 2,500 feet when the accident happened, and was an experienced aviator and gave exhibitions of flying in different parts of the State & was to have given an exhibition of flying tomorrow at Caulfield.

The body is now at the Aviation School Point Cook.

H. A. Reid
Road Const 8815

Werribee

28.3.19

For information and instructions

The Coroner
Morgue
Melbourne

Saml James
LC 388

CORONER'S INQUEST.

No. 5.

VICTORIA. TO WIT.

This Deponent*

JAMES RUDYARD WATSON

on ~~h~~ oath saith, I am a

ASSISTANT CHEMIST

residing at

~~S~~^t KILD~~4~~ STREET ELSTERNWICK

*Christian and
Surname in
full.

I saw the body of the deceased at the morgue and I
identified it as that of my brother Basil George Watson. He was aged
23 years. I last saw him alive on the Tuesday previous to his death.
He was then in good health.

James R. Watson

Taken and sworn before me the

19th day

of

April 1912 at Melbourne

Robert H. Cro

Coroner.

CORONER'S INQUEST.

No. 5.

VICTORIA. TO WIT.

This Deponent*

JAMES MISAAC WATSON

on *h* oath saith, I am a

INDEPENDENT MEANS

residing at

ST KILDA STREET ELSTERNWICK.

*Christian and
Surname in
full.

The deceased was my son. I was with him till he left home to fly and he left Albert Park at about 3.40 p.m. on the 28th March. He was flying with a *bi* plane which was one of his own design and that was a combination of the best parts and it was constructed at my own place by himself and it was ready for use and he had been using it over two months without any mishap. He left Albert Park in this machine and was the alone. I saw him in the air when he left Albert Park. He got up about 1500 feet and then he attempted the loop and the wind drove him back and when that failed he took a circle round *of* and rose about 3000 feet and tried again and failed again on account of a side bank. He then righted the machine and circled the machine and was rising higher and higher till he got to about 6000 feet when he did the *S* loop and then he dropped about 2000 feet and then righted the machine again and then he went towards Melbourne and rose up again to about 5000 feet when he looped the loop again and then made a circle and rose up again higher still and then looped the loop again. He again rose and then pointed *str* straight for Point Cook and as soon as he did that I got in the car and left Albert Park for Point Cook. I had promised him that I would go to Point Cook. I got there at about 4.45 and I was met by one of the instructors and he directed me to Captain Harrison where I heard the news of my son's death. I have taken a great interest in aviation since my son started and he has been teaching me. Looping the loop puts some strain on the machine and if the machine was weaker on one side that would put a strain on the machine. We had an Inquest on the machine and we are sure that the clip produced gave way. We had it tested before it was put on the machine.

Taken and sworn before me the

19th day

of

April 19th at *Melbourne*

Robert H. Cro

Coroner.

James I. Watson.

CORONER'S INQUEST.

No. 5.

VICTORIA. TO WIT.

This Deponent* **RAYMOND FRANCIS CALLAWAY**

on *h/o* oath saith, I am a **LIEUTENANT**

*Christian and Surname in full.

residing at **POINT COOK.**

I saw the machine arrive with the height of about 2500 feet over Point Cook. I had previously got a message to expect Mr Watson. I did not see him actually loop but I saw him do two very steep dives and one very steep bank and he came out of those evolutions all right and then he made an evolution that he was going to loop and then the machine seemed to collapse sideways and at the same time there was a report and this report co-incided with the collapse of ^{the} right wing. Then one wing closed up and then the two wings seemed to come together and then the machine fell headlong. I did not see the machine hit the ground on account of buildings in the way. I am satisfied that the abnormal strain put on the machine through the evolutions caused the clip to break to break—that is the clip that has been produced. I saw the machine several times and I had great admiration for it and I was quite satisfied that it was the machine for the evolutions he was going. I am quite satisfied that he was very fine pilot and was quite capable of managing the machine.

R. F. Callaway Lieut.

Taken and sworn before me the

19th day

of

April 1917 at *Melbourne*

Robert H. Cro

Coroner.

CORONER'S INQUEST.

No. 5.

VICTORIA. TO WIT.

This Deponent*

GERGE WILLIAM CLARK NICHOLSON

on ~~h~~^o oath saith, I am a

SOLDIER

residing at

LAVERTON

AVATION CORPS.

*Christian and
Surname in
full.

I witnessed ^his occurrence I first saw Mr Watson coming from Melbourne to Point Cook He looped the loop once and the machine seemed to collapse and the wings closed up . There were a couple of pieces left the machine and then he appeared to leave the engine ~~see~~ rade and he ~~tried~~ to reach the water and he reached about 40 yards from the edge of the water. I went to him at once and the machine was in about 3 feet of water and it was a total wreck and he was tangled among the wires He was under the water and we lifted his head first and he was only under the water the time that it took me to wade 40 yards. He was held under the water When the machine gave way he was at a point about 500 yards away from the water. I heard the report of the break and there is not doubt it was the noise of something giving way.

G.W. Nicholson

Taken and sworn before me the ^{19th} day
of *April* 1911 at *Melbourne*
Robert H. Coe
Coroner.

CORONER'S INQUEST.

No. 5.

VICTORIA. TO WIT.

This Deponent*

EDWARD VALENTINE HIGGINS

on h^{is} oath saith, I am a

AIR MECHANIC

residing at

LAVERTON CAMP.

*Christian and
Surname in
full.

At the time of this occurrence I was at the middle of the
Camp. I saw the deceased ~~do~~ helast loop and then he did a steep
dive and with a very sudden upward lift. The strain then was too great
for the machine. I see the clip produced and I agree with the
statement of the father of deceased. Every movement places an
extraordinary strain on the machine. I think that the one sudden
strain was quite sufficient to break the machine and that the other
evolutions did not.

E. Higgins

Taken and sworn before me the

19th day

of

April 1917 at Melbourne

Robert H. Cox

Coroner.