

Bastick, Norman Arthur Albert

Age: 26
Nationality: British
Rank: Sergeant
Unit: No. 32 OTU



Occupation: Pilot
Service No: 1389174

Birth: 1st quarter 1916
Hampstead, London, UK.

Home Town: Virginia Water, Surrey, UK

Death: 17 December 1942
Crash of Avro Anson R3431
North East of Salt Spring Island, BC

Burial: Royal Oak Burial Park, Victoria, BC

Others: Sgt. A. M. Bellotti 2nd WAG, RCAF; Sgt. K. J. Bowler,
1st Navigator, RAFVR; Sgt. S.J.Conlon, 1st WAG, RCAF;
Sgt. R. A. Maun, 2nd Navigator, RAFVR

Biography

Norman Bastick was born to Norman Douglas Bastick and Harriet Maria Ruth Bishop in the 1st quarter of 1916 in Hampstead, London, UK. He was the oldest child; in 1932 a much younger brother, Anthony Patrick was born.

Before WW-II, the family spent several years in Brazil, making regular ocean trips there and back. Norman was sent back to England to attend Bedford Modern School, which at that time was a boarding school. Norman's name can be found on the school's Roll of Honour. The family was settled back in England, in Chertsey, Surrey by 1938. Norman would have been 22 by this time and was not living with them. In his will Norman bequeathed all his assets to his father, so he probably did not marry.

Because Norman was in the RAFVR and their records are not made public, there is no information about his service career. At the time of his death, he was a staff pilot at No. 32 Operational Training Unit in Patricia Bay, BC, Canada.

On 17 December 1942, Norman was the pilot on Avro Anson R3431 when it joined a search party for an aircraft that had gone missing the previous day. Within half an hour of take-off, Norman flew his aircraft into the sea north east of Salt Spring Island, killing all five crew members. His body and that of the First Navigator were recovered by two fishermen and buried at Royal Oak Burial Park in Victoria BC.



Details of Crash

Avro Anson R3431 was one of several aircraft detailed to search for Anson N9560, which was reported missing during a reconnaissance exercise on 16 December 1942.

The aircraft carried a crew of 5:

Sgt. N. A. A. Bastick	Pilot	RAFVR	English
Sgt. A. M. Bellotti	2 nd WAG	RCAF	American
Sgt. K. J. Bowler	1 st Navigator	RAFVR	English
Sgt. S.J.Conlon	1 st WAG	RCAF	Canadian
Sgt. R. A. Maun	2 nd Navigator	RAFVR	English

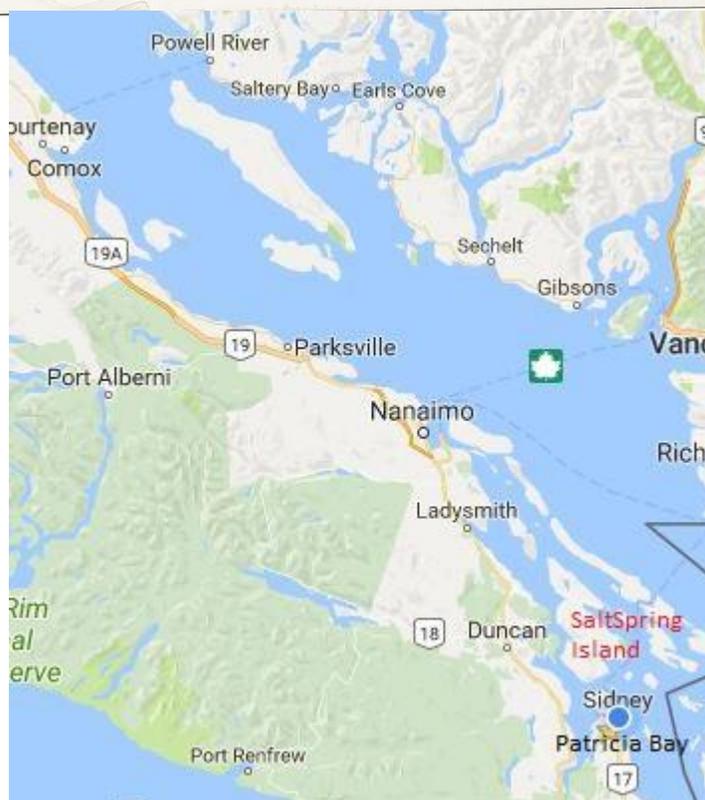
The Aircraft took off at 9:30 am on 17 December 1942 after sending a W/T “go” at 9:25am. Nothing further was heard until word was received of the crash.

At about 10:00 am, two men fishing off Montague Harbour, Galiano Island saw the aircraft about a mile away, flying just below the clouds at about 300 ft. According to one man it was slowly descending; the other man thought it remained level. They heard it crash and saw it sink about three minutes later. The fishermen recovered two bodies from the water; those of Sgt. Bastick and Sgt. Bowler. The bodies of the other occupants were not located. The medical officer who examined the bodies was of the opinion that they died instantaneously and that their condition indicated that the aircraft struck the water with considerable violence. After first seeing the aircraft the fishermen were occupied with their fishing lines and neither saw it enter the water. Nor did they notice any change in the sound of the engines during the period.

The crews were all briefed prior to the search. They were given a route: Base – Cassidy – Parksville – Blubber Bay – Powell River - Stillwater – Base; the same route as that given to the missing aircraft. They were told emphatically that they must not, under any circumstances, fly in cloud or at any height below 500ft. It was repeatedly stressed that it was the pilot’s responsibility to return to base if the weather was unfit or if the wireless operator was unable to maintain W/T contact with base, and they must report position to base every 30 minutes.

The commanding officer stated that similar types of accidents had occurred in the past and that in his opinion contributing factors were: the inferior types of

pilots posted for staff duties; the changeable weather in the area with liability to fog and low cloud; high hills; poor meteorological forecasts; and the lack of navigational aids. The conclusions of the court of inquiry were that a staff pilot on a reconnaissance and search flight encountered bad weather, probably misjudged his height over the calm water surface, and crashed into the sea.



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