

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT

Instrument flying.

Court of Inquiry ✓

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 20-6-42

100/700/ANK/CN

THE AIRCRAFT WAS OBSERVED FROM THE AIR TO BE SPINNING AT ABOUT 2000' ALTITUDE. ITS LATER

COMPOSITION:

C1261 S/L G.V. PRIESTLEY No. 1 S.F.T.S.

C1484 F/L K.L. MORHAM, No. 1 S.F.T.S.

J8376 F/O S. HANDFORTH No. 1 S.F.T.S.

MOVEMENTS WERE SEEN IN MORE DETAIL BY TWO CIVILIANS WHO AGREE THAT IT WAS NOT IN A SPIN AT AN ALTITUDE BETWEEN 300' AND 500'. AT THAT

RECOMMENDATIONS:

NIL

TIME IT DROVE, CLIMBED A LITTLE, DODGED SOME LOCAL OBJECTS BY BANKING AND STRUCK THE GROUND WHILE STILL BANKED. THERE IS SOME EVIDENCE THAT THE ENGINE CUT OUT AND RESTARTED AT LOW ALTITUDE AND ~~RESTARTED~~ WAS CAUSE AND IT IS PROBABLE THAT THE AIRCRAFT CAUGHT FIRE AT THE TIME WHEN IT STRUCK EITHER THE TREES OR THE GROUND.

PRIMARY CAUSE.

ACTION TAKEN:

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

Obscure.

NIL

CONCLUSIONS OF A.I.B.

THERE IS INSUFFICIENT EVIDENCE TO SHOW WHY THE INSTRUCTOR FAILED TO RECOVER FROM A SPIN IN TIME TO AVERT DISASTER.

19 Cir. or (19) NT 02.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

AIRCRAFT CRASHED.

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____