

TYPE OF A/C		CAUSES OF ACCIDENTS										CAUSES											
UNIT <b>41 S.F.T.S.</b>		COM. <b>4</b>		PLACE <b>3 1/2 miles of Weyburn</b>						DATE <b>30-7-42</b>		TIME <b>1815</b>		MISCELLANEOUS									
A/C TYPE <b>Harvard</b>		No. <b>FE305</b>		CRASH CAT. <b>A</b>		SE <b>x</b>		ME		DAY <b>x</b>		NIGHT		HAND O.									
NAME		RANK		No.		DUTY		INJURIES		SERIOUS		INSTS.											
<b>Hall A.S.</b>		<b>P/O</b>		<b>1386232</b>		<b>F.I.</b>		<b>Killed.</b>		FATAL		INJURY		WEATHER									
<b>Bowden B.W.</b>		<b>LAC.</b>		<b>1227194</b>		<b>Pass.</b>		<b>Killed.</b>		<b>2</b>				DRYNS.									
										CARD SERIAL No.		ALG SURF.											
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DUTY ON WHICH ENGAGED:

Testing aircraft for Night Flying.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT: ✓

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C dived into ground from some height. Engine was heard to stop A/C made a turn and went into a spin or tight spiral from which pilot never recovered.

DATE: 31-7-42

INVESTIGATING OFFICER'S REPORT

COMPOSITION:

100 / AOC / PGDM

F.L. E.W.C. Sharpe

#2 T.C., Winnipeg, Man.

RECOMMENDATIONS:

Ensuring that all pilots are thoroughly competent in recovering from unusual positions.

Ensuring strict obedience by all pilots of restrictions on aerobatics imposed by C.A.P. 100, Sec. 1, Para.17 and 19

PRIMARY CAUSE:

Obscure, possibly a high speed stall at relatively low altitude by roughly executed sudden steep bank and turn which caused spin.

ACTION TAKEN:

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

Conclusions of A.I.B. - Agree with findings.

19. Out of Control  
(19)

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_