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DUTY ON WHICH ENGAGED:

Dual instruction.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

TIGER MOH 1242 OBSERVED TO BE FLYING IN A NORTHERLY DIRECTION AT AN ALTITUDE OF ABOUT 450 TO 600 FEET. AFTER PROCEEDING ABOUT ONE MILE THE AIRCRAFT TURNED TO THE LEFT AND CAME BACK SOUTH FOR ABOUT THREE QUARTERS OF A MILE THEN TURNED RIGHT THROUGH 180 DEGREES, CIRCLED AROUND TO THE WEST OVER SOME LOW SCRUB. THE AIRCRAFT WAS SEEN TO DIVE SUDDENLY INTO THE GROUND STRIKING AT AN ANGLE OF ABOUT 60 DEGREES. HORIZONTAL AND ACCORDING TO THE INVESTIGATING OFFICER HAD NOT MOVED FROM ITS INITIAL POINT OF PRIMARY CAUSE: CONTACT.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER'S REPORT

DATE: 17-7-42.

COMPOSITION:

F/L E.W.C. SHARPE (C2797) No. 2 T.C. WINNIPEG, MANITOBA.

RECOMMENDATIONS:

NIL.

~~Obscure.~~

ACTION TAKEN:

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

NIL.

CONCLUSIONS OF A.I.R.

THE MOST PROBABLE CAUSE OF THIS ACCIDENT WAS A STALL ON A TURN AT LOW ALTITUDE DURING INSTRUCTION IN LOW FLYING BUT EVIDENCE IS SCANTY.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~PROBABLE STALL ON A TURN AT LOW ALTITUDE~~

~~DURING INSTRUCTION IN LOW FLYING BUT EVIDENCE~~

~~IS SCANTY.~~

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

19. Out of contact  
19