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DUTY ON WHICH ENGAGED:

Night flying sequences 7 and 8.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Investigating Officer's Report

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

LAC. PLATE TOOK OFF AND MADE ON SUCCESSFUL
CIRCUIT AND LANDING. ON THE SECOND TAKE-OFF
CLIMBED TO ABOUT 1000 FEET, WAS SEEN TO TURN ON
THE WIND, CROSS WIND LEG, THEN TURN TO THE DOWN
WIND AND KEPT ON TURNING WHICH DEVELOPED INTO
A SPIRAL, LOSING HEIGHT ALL THE TIME AND STRUCK THE
GROUND AT AN ANGLE OF ABOUT 30 DEGREES WITH CON-
SIDERABLE SPEED WITH BOTH INSIDERS CRASHING. A/C
CABINET AND A/C WAS COMPLETELY DAMAGED. THE PILOT
DIED INSTANTANEOUSLY.

DATE: 14-3-42.

COMPOSITION:

S/L WELSTEAD A.C. (C1276) 12 S.F.T.S. BRANDON, MANITOBA.

100/100/100/100

RECOMMENDATIONS:

THAT PUPILS ON TWIN ENGINE A/C RECEIVE 10 HOURS DUAL INSTRUMENT FLYING
PRIOR TO CARRYING OUT SOLO NIGHT FLYING AS IS THE CASE AT SINGLE ENGINE
SCHOOLS. THAT PUPILS BE FURTHER IMPRESSED WITH THE NECESSITY OF CON-
CENTRATING ON THE FLYING INSTRUMENTS WHILE THEY ARE PRACTICING NIGHT
FLYING.

OBSERVATIONS BY A.C.C.

THE A.C.C. AT NO. 2 T.C. CONCURRED IN THE REPORT BUT DID NOT AGREE WITH
THE FIRST PART OF THE RECOMMENDATIONS, REMARKING THAT "S.F.T.S.'S MAY
GIVE ADDITIONAL DUAL INSTRUMENT FLYING WHENEVER THEY CONSIDER IT NECESSARY
FOR A PARTICULAR PUPIL."

ACTION TAKEN:

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

NIL.

CONCLUSIONS OF A.I.B.

AGREED WITH THE FINDINGS AND REMARKS OF THE A.C.C.

PRIMARY CAUSE:

~~PIL. 'S INABILITY TO FLY ON A BLACK NIGHT SOLELY
BY THE USE OF INSTR. INSTR. AND INABILITY TO RECOVER
FROM AN UNUSUAL POSITION WHILE NIGHT FLYING ON A
DARK NIGHT.~~

14. Out of control
14

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~TURN DEVELOPED INTO A SPIRAL, CRASHED AND
CRASHED FIRE.~~

29. Fire - In crash
29

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____