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CAUSES
 MISCELLANEOUS
 STAGE OF FLIGHT

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 INSTRUCT.
 FLT. CONTR.
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 FL. CONTR.
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 STAB. SURFS.
 W. STRUTS
 LAND. GEAR
 FLOATS
 FUSE OR HULL
 TAIL SKID OR W.
 ENGINE MOUNT.
 MISCEL.
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 COOL SYS.
 IGNIT. SYS.
 LUB'N SYS.
 ENG STR.
 AIRSCREW A.
 ENG. CONTRS.
 MISCEL.
 UND'TD
 PRIMARY
 HAND D.
 INSTS.
 WEATHER
 DRINKS.
 ALG SURF.
 OTHER
 UND'TD
 PRIMARY
 TAYING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ
 3RD.
 2.
 1.

TYPE OF A/C
 TYPE OF ENGINE
 CATEGORY

DUTY ON WHICH ENGAGED:

Sequences 6,7,8.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER'S REPORT. 000/100

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Spiralled in, 15 miles visibility.

A/C continued in spiral dive to the right until it struck the ground at high speed, overturned and broke up.

A/C had taken off normally up to 500' turned to right and spiralled

in instead of making left hand cir-
PRIMARY CAUSE: cuit which was in force.

~~21. Inability to maintain equilibrium.~~

597-Obseure

19. Out of Control

DATE: 13-4-43.

COMPOSITION:

F/L Goddard, G.N. (30227) No.1 F.I.S., Trenton.

RECOMMENDATIONS:

1. Instrument flying to be carried on, up to, and during period of night flying.
2. Minimum of one hour of concentrated instrument take offs be given prior to first solo at night.

ACTION TAKEN:

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

CONCLUSIONS OF A.I.A.P.

Agree with the findings. It is noted that this pupil had not received any instrument flying instructions from March 27th, until the date of the crash. The accident was due to lack of skill in instrument flying and the fact that the pupil had received no instruction in this type of flying for 14 days suggests laxity on part of instructor in keeping check on the pupil's progress.

RECORDED BY

DATE

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~13. Loss of control.~~

CHECKED BY

DATE