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DUTY ON WHICH ENGAGED: Dual instruction. COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:

COURT OF INQUIRY

000/70 P/PCDEJ ✓
ES/MC/PC/O

DATE: 24-2-41

COMPOSITION:

PRESIDENT - S/L MICHELSON, T. R.
MEMBER - F/L PHILLIPS, H. J.
MEMBER - P/O PEACOCK, D. H.

RECOMMENDATIONS: A. THAT THE ATTENTION OF ALL PILOTS BE AGAIN DRAWN TO THE IMPORTANCE OF PARA. 110, SEQ. 7 OF CAP 1 (DEC. 1939) B. THAT THE IMPORTANCE OF A THOROUGH AND SYSTEMATIC COCKPIT CHECK PRIOR TO

TO TAKEOFF BE STRESSED. C. THAT EVERY EFFORT BE MADE IN FUTURE TO MAINTAIN THE HIGH STANDARD OF INSTRUCTOR MATERIAL AND THAT ANY DOUBTFUL MATERIAL BE IMMEDIATELY ELIMINATED FROM ANY FURTHER INSTRUCTIONAL TRAINING D. EVERY EFFORT BE MADE TO HASTEN THE

ACTION TAKEN: /SUPPLY OF NECESSARY PARTS TO COMPLETE MODIFICATION
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER /E.1/37/10--THROTTLE AND
/MIXTURE CATCH ASSEMBLY FOR YALE AIRCRAFT

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Engine failure. The aircraft took off in NW direction from the R2 field at Alliston, Ontario. When about 100 feet in the air the engine stopped and the aircraft was seen to turn back to the north end of the field and crash. The A/C was totally

PRIMARY CAUSE: wrecked and the occupants were fatally injured.

ERROR LOSS OF POWER CAUSED BY MISHANDLING OF CONTROLS

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

AIRCRAFT STALLED AT A HEIGHT OF 250 FEET AND FELLED TO GROUND

RECORDED BY

DATE

CHECKED BY

DATE