



DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

**Check flight.**

OR COMMANDING OFFICER'S REPORT:

Investigating Officer's Report

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 9th October, 1941.

**Engine failed during approach to airport - pilot unable to reach airport - landed in water close to runway.**

COMPOSITION:

LEM/ADM/EG/PM/G/4  
Flight Lieutenant - V.R. Hill.

RECOMMENDATIONS: (a) Maintenance instructions should be made available immediately a new type aircraft is put into service and copies transferred with the aircraft, in order to avoid any confusion on the part of personnel not familiar with the type. (b) Small aero engines, less than 100 H.P., should be adjusted so as not to idle at less than 500 R.P.M. with throttle closed. (c) Staff and Ferry Pilots should be tested for ability to carry out correct forced landing procedure for every type of aircraft flown by them.

PRIMARY CAUSE:

**Engine failure, due to the leaking condition of the valves and the ill-adjustment of the carburettor set too fine for the closed position of the throttles.**

ACTION TAKEN:

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

Report is to be referred to A.M.A.E. for necessary connective action, ~~also to be approved.~~

Mawdesley F.J. receiving dual instruction.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

**Error of judgment on the part of the Pilot in diving aircraft approximately 300 feet to start the engine, failure to make the airdrome without engine.**

RECORDED BY

DATE

CHECKED BY

DATE