

PURPOSE OF FLIGHT:

Seq. 25(7-3).

TECHNICAL OFFICER'S REPORT:

Gasoline gauges were connected up incorrectly and as result a wrong indication of fuel tank content was given.

NATURE OF ACCIDENT:

Pilot sent around again after approach down to about 150 feet into wind. Shortly after power was applied, port engine ran spasmodically and finally stopped. Pilot could not stay in air on one engine with flap and wheels down.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

01/27/77. 10/11/77/77

CLASSIFICATION:

~~54. Engine failure in the air.~~

18. Misc. Technical

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SECONDARY OR CONTRIBUTORY FACTORS:

~~33. Technical defect.~~

26. Engine Trouble Accident

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ACTION TAKEN:

NIL