

ACCIDENT CLASSIFICATION

UNIT <b>2 W.S. Shepard</b>	COM. <b>4</b>	PLACE <b>Manton</b>	DATE <b>13-1-44</b>	TIME <b>1645</b>
A/C TYPE <b>FORT II</b>		NO. <b>3606</b>	CRASH CAT. <b>F.L. Nil</b>	H.Q. FILE <b>1100-36-06</b>
		S.E. <b>X</b>	M.E.	DAY <b>X</b>
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
HILL, D.W.	AUS	F/S	421729	P	Uninj.	
HUME, R.J.E	NZ	LAC	4214055	WO	Uninj.	
<b>F.L.</b>					NO.	DATE
					D 14 (REVISED)	
					NO.	CHECKED
					<b>7</b>	<input checked="" type="checkbox"/>
					<b>#11</b>	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
Jacobs L6MB	15285/25596 Nil	INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
		<b>39</b>	<b>14</b>	<b>418</b>	<b>1</b>	<b>620</b>	<b>120</b>

ACCIDENT CLASSIFICATION

COMMAND

MONTH

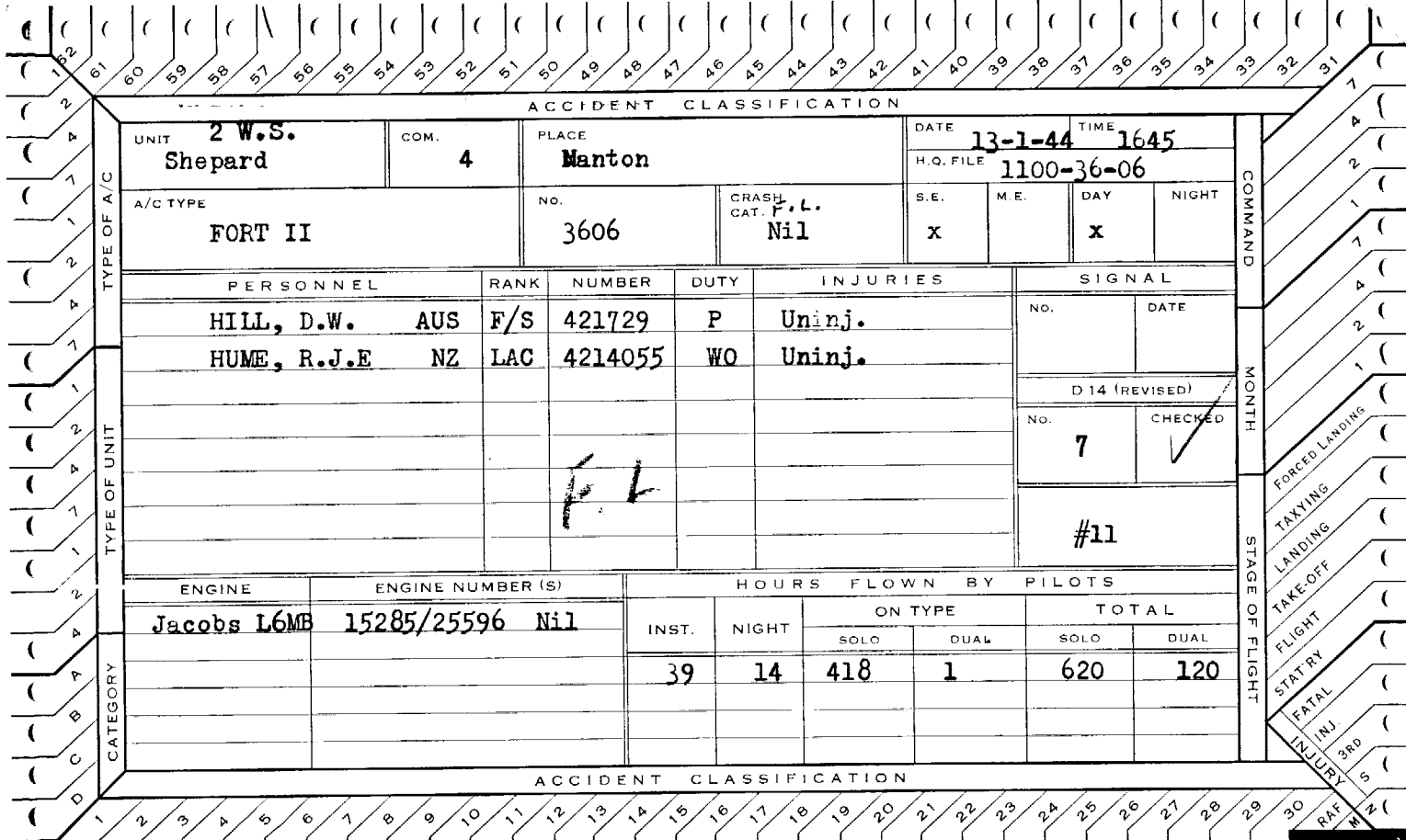
STAGE OF FLIGHT

- 7
- 4
- 2
- 1
- 7
- 4
- 2
- 1
- FORCED LANDING
- TAXIING
- LANDING
- TAKE-OFF
- FLIGHT
- STAT. BY
- FATAL
- INJ
- INJURY
- 3rd
- 5
- 2

TYPE OF A/C

TYPE OF UNIT

CATEGORY



PURPOSE OF FLIGHT:

W/T training exercise.

NATURE OF ACCIDENT:

Pilot detected considerable flow of gasoline into cockpit. Executed normal precautionary landing. A/C was flown to base the following day after being repaired.

TECHNICAL OFFICER'S REPORT:

Flared end of elbow fitting on end of prenco gas gauge pressure line from pump to firewall was broken Break had been caused by work hardening due to continued vibration of line which unsupported ~~XX~~ 7 inches.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

57. Miscellaneous.

SECONDARY OR CONTRIBUTORY FACTORS:

58. Ground loop.

33. Technical defect.

ACTION TAKEN:

Nil