

61 () 60 () 59 () 58 () 57 () 56 () 55 () 54 () 53 () 52 () 51 () 50 () 49 () 48 () 47 () 46 () 45 () 44 () 43 () 42 () 41 () 40 () 39 () 38 () 37 () 36 () 35 () 34 () 33 () 32 () 31 ()

ACCIDENT CLASSIFICATION

UNIT 6 S.F.T.S. Dunville	COM. 1	PLACE 6 miles E of M.A.	DATE 19-4-44	TIME 1735
A/C TYPE HARVARD IIB		NO. FE749	CRASH CAT. "D"5	H.Q. FILE 1300-FE749
		S.E. x	M.E.	DAY x
				NIGHT

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
FLYNN, R.	NZ LAC	431070	PP	Uninj.	NO. A3030	DATE 20-4
					D 14 (REVISED)	
					NO. 10	CHECKED
					#83	

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		DAY	NIGHT	ON TYPE		TOTAL	
Wasp ANI	42-15029/20392 serious	18	3	12	32	39	69
						108	

FORCED LANDINGS ()
TAXYING ()
LANDING ()
TAKE OFF ()
FLIGHT ()
STATRY ()
FATAL ()
INJURY ()
3rd ()
5 ()
M ()

ACCIDENT CLASSIFICATION

1 () 2 () 3 () 4 () 5 () 6 () 7 () 8 () 9 () 10 () 11 () 12 () 13 () 14 () 15 () 16 () 17 () 18 () 19 () 20 () 21 () 22 () 23 () 24 () 25 () 26 () 27 () 28 () 29 () 30 () 31 () 32 () 33 () 34 () 35 () 36 () 37 () 38 () 39 () 40 () 41 () 42 () 43 () 44 () 45 () 46 () 47 () 48 () 49 () 50 () 51 () 52 () 53 () 54 () 55 () 56 () 57 () 58 () 59 () 60 () 61 () 62 ()

PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

J.A.E.M./H.E.P./D.N.A./D.I.L. ✓

Pupil pilot practicing solo forced landing.

Broken rocker arm shaft, no. 8 cylinder, exhaust.

NATURE OF ACCIDENT:

While engaged in forced landing prac-

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:
tice pilot began to climb away from FINDINGS:

SUMMARY No.

250' but on opening throttle the engine began choking sharply. Immediately put down nose and closed throttle again. Engine then ran smoothly. Then tried opening the throttle gradually but the engine choked again. As pilot had gained sufficient height commenced to bring flaps up by degrees and then checked gas, switches and mixture and pumped and primed two or three times and tried to throttle again. Pilot forced landed.

CLASSIFICATION:

54. Engine failure in the air.

17. Forced Landing?

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

NIL

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No Engine Trouble - Accident