



PURPOSE OF FLIGHT:

Communication.

NATURE OF ACCIDENT:

Engines started to run rough about ten seconds before it cut out. Altitude was 6000' above sea level, climb 250' per minute, r.p.m. 1850. Manifold pressure 24". After engine cut out, throttle was closed, pitch to full course and horn cut out button pressed. Oil temperature and pressure normal.

CLASSIFICATION:

17. Forced landing.

SECONDARY OR CONTRIBUTORY FACTORS:

28. Fire- In air.

TECHNICAL OFFICER'S REPORT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Push rod on exhaust valve #2 cylinder broke, leaving exhaust valve fully closed during all cycles. As there was no escape for burned gas on exhaust stroke, it blew back through the induction system on induction stroke, thereby cutting fuel supply to the other cylinder.

*SFE/ROP/ET/MP/M/I*

ACTION TAKEN:

NIL