

DUTY ON WHICH ENGAGED:

TO FAMILIARIZE THE PILOT WITH THE SURROUNDING COUNTRY PRIOR TO HIS COMMENCING F.I. DUTIES.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

LOSS OF OIL PRESSURE WHILE DOING AEROBATICS AND IN LOSING AND SLOWLY OPENING HIS THROTTLE TO REMAIN HIS OIL PRESSURE THE ENGINE COOLED DOWN DURING THE GLIDE AND FINALLY STOPPED ON CLOSING THE THROTTLE. THE FORCED LANDING RESULTED IN SLIGHT DAMAGE TO THE A/C.

PRIMARY CAUSE: LOSS OF OIL PRESSURE CAUSING ENGINE FAILURE.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

COMMANDING OFFICER'S REPORT

FBI/PCDE/ET/OM/NK/E

DATE: 12-12-40

COMPOSITION:

F/O M.E. FERGUSON

RECOMMENDATIONS: DURING AEROBATICS OIL PRESSURE WILL USUALLY DROP BUT AFTER A FEW SECONDS IT WILL RETURN. IT IS SUGGESTED THAT THIS A/C BE TESTED AFTER REPAIR AND IF FOUND TO LOSE OIL PRESSURE AS STATED, AN L.3 WILL BE SUBMITTED.

ACTION TAKEN:

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

A.M.T. STATES THAT PILOT OVERCOOLED HIS ENGINE AND WAS NOT FAMILIAR WITH ENGINE OF HIS A/C, AS THE OIL PRESSURE WOULD DROP WHEN ENGINE IS THROTTLED BACK AND THE TEMPORARY LOSS OF OIL PRESSURE WAS AN OCCURRENCE WITH WHICH HE SHOULD HAVE BEEN FAMILIAR.

RECOMMENDATION ABOVE NOT CONCURRED WITH. 31-12040.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____