

DUTY ON WHICH ENGAGED:

PRACTISING SPINS, STEEP AND CLIMBING TURNS
AND FORCED LANDINGS.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DURING FORCED LANDING PRACTICE PUPIL GLIDED
2000 FEET TO 300 FEET. AT LATTER ALTITUDE
WHEN THROTTLE WAS OPENED ENGINE WOULD NOT
PICK UP REVS. BUT SPLUTTERED AND CHOKED.

PUPIL SAYS HE OPENED THROTTLE SEVERAL TIMES
DURING DESCENT TO KEEP ENGINE WARM AND CLEARED.

WHEN ENGINE GAVE TROUBLE HE COMPLETED HIS FORCED
LANDING WITH DAMAGES TO EITHER HIMSELF OR AIRCRAFT.

PRIMARY CAUSE: PUPIL OPENED THROTTLE TOO SUDDENLY
AND FULLY AFTER CONTINUED GLIDE.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

COMMANDING OFFICER'S REPORT

DATE: 21-1-41

COMPOSITION:

F/L C. J. H. HOURS

RECOMMENDATIONS:

THAT ALL PILOTS BE MORE CAREFUL IN KEEPING ENGINE WARM ON A
LONG GLIDE.

WHEN THROTTLE IS OPENED THAT IT BE DONE GRADUALLY AND NOT
OPENED FULLY SUDDENLY.

ACTION TAKEN:

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

D.14 APPROVED BY A.M.T. 7-2-41

RECORDED BY

DATE

CHECKED BY

DATE

ILEM/HOP/PCDB/ET/MCI
PHIL ✓