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| DUTY ON WHICH ENGAGED: | COURT OF INQUIRY, INVESTIGATING OFFICER |
| PRACTISING FORCED LANDINGS. | OR COMMANDING OFFICER'S REPORT: |
| NATURE OF ACCIDENT AND STAGE OF FLIGHT: | DATE: |
| MOTOR FAILED TO CATCH IMMEDIATELY MHENNE THROTTLE OPENED. STUDENT NOSED AIRCRAFT DOWN AND WHEELSE CAUGHT IN SNOW, OVER- | COMPOSITION: // /// // // // // // // // // // // / |
| TURNING AIRCRAET. | RECOMMENDATIONS: |
| PRIMARY CAUSE: | |
| MOTOR FAILED TO PICK UP WHEN THROTTLE OPENED. | |
| | ACTION TAKEN: (A) DISCIPLINARY (B) TECHNICAL (C) OTHER |
| | IN PRACTISING FORCED LANDINGS IN ALL CASES THE MOTOR MUST BE WARMED JUST PROOF TO THE LAST TURN INTO THE FIELD AT 500 FEET. WHEN THE MOTOR IS WARMED THE THROTTLE SHOULD BE OPENED SLOWLY TO THE FULLEST EXTENT AND HELD THERE FOR APPROXIMATELY THREE OR FOUR SECONDS AND THEN SLOWLY CLOSED AGAIN. DURING THE COLD WEATHER THE THROTTLE |
| SECONDARY CAUSE OR CONTRIBUTING FACTORS: WHEELS CAUGHT IN SNOW OVERTURNING AIRCRAFT. | SHOULD BE OPENED AT NOT LESS THAN 400 FEET ABOVE THE GROUND. IF IT IS EVIDENT THAT THE MOTOR IS NOT GOING TO FUNCTION PROPERLY, THE THROTTLE SHOULD BE CLOSED AND FULL |
| OVERTORING ATRICARTS | ATTENTION GIVEN TO LANDING THE RECORDED BY DATE AIRCRAFT PROPERLY. |
| | CHECKED BY DATE |
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