

ACCIDENT CLASSIFICATION

UNIT <b>36 S.F.T.S. Penhold</b>		COM. <b>4</b>	PLACE <b>M.A.</b>		DATE <b>25-9-43</b> TIME <b>2145</b>	H.Q. FILE <b>1300-AS314</b>		
A/C TYPE <b>OXFORD II</b>		NO. <b>AS314</b>		CRASH CAT. <b>"C"7</b>	S.E.	M.E. <b>x</b>	DAY	NIGHT <b>x</b>
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL	
<b>Tamlyn, B.H.</b>		<b>LAC</b>	<b>1806312</b>	<b>PP</b>	<b>Uninj.</b>		NO. <b>T.200</b>	DATE <b>26-9</b>
							D 14 (REVISED)	
							NO. <b>5</b>	CHECKED <b>X</b>
							<b>#29</b>	
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS		ON TYPE		TOTAL	
<b>Cheetah X</b>	<b>AS41043/A178962 Slightly RC509/A159630</b>		INST.	NIGHT	SOLO	DUAL	SOLO	DUAL
			<b>17</b>	<b>10</b>	<b>55</b>	<b>64</b>	<b>55</b>	<b>70</b>

COMMAND  
MONTH  
STAGE OF FLIGHT

FORCED LANDING  
TAXYING  
LANDING  
TAKE OFF  
FLIGHT  
STATRY  
FATAL  
INJ.  
INJURY 3RD  
INJURY 5

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PURPOSE OF FLIGHT:

Solo night flying circuits and landings.

TECHNICAL OFFICER'S REPORT:

Port engine cut, due to valve seat in #7 cylinder, (inlet) becoming displaced.

NATURE OF ACCIDENT:

Had taken off on solo night flying circuit, and was climbing straight ahead at the correct climbing speed. At 800' the engine failed and the a/c immediately lost speed. Pilot took immediate action but was unable to maintain height and speed on the remaining engine. While turning left to approach the down wind side of the aerodrome the left wing dropped. Effected a recovery and carried out a landing down wind with w/c retracted.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

*Engine 10/2/1941/4/003*

CLASSIFICATION:

~~33. Technical defect.~~

*15. Forced Land*

*15*

SECONDARY OR CONTRIBUTORY FACTORS:

~~13. Engine failure.~~

~~34. Wheels up landing.~~

*26. Engine trouble -*

*26*

*Accidents*

ACTION TAKEN:

Nil