

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1																														
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32																														
TECH.		DISOB.		NEG-INCE		INEX-INCE		MISCEL		INSTRUCT.		FLT. CONTR.		OTHERS		PRIMARY		FL CONTRS		MOV. SURFS.		STAB. SURFS.		W. STRUTS		LAND GEAR		FLOATS		FUSE OR HULL		TAIL SKID OR W.		ENGINE MOUNT.		MISCEL		UND'TD		PRIMARY		FUEL SYS.		COOL SYS.		IGNIT. SYS.		LUB'N SYS.		ENG STR.		AIRSCREW A.		ENG. CONTRS.		MISCEL.		UND'TD		PRIMARY	
PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE																																															
CAUSES OF ACCIDENTS																																																													
UNIT <b>Central Flying School, Trenton</b>										COM. <b>1</b>		PLACE <b>Ontario Aerodrome, Mountain View</b>										DATE <b>14-10-41</b>		TIME <b>14:35</b>																																					
A/C TYPE <b>Lockheed 10</b>										No. <b>7652</b>		CRASH CAT. <b>A</b>		SE		ME <b>x</b>		DAY <b>x</b>		NIGHT		H.Q. FILE <b>1100-76-52</b>																																							
NAME			RANK		No.		DUTY		INJURIES				SERIOUS																																																
<b>Carte, K.A.</b>			<b>Sgt</b>		<b>R61817</b>		<b>PI</b>		<b>Uninjured.</b>				FATAL		INJURY																																														
<b>Armstrong, L.I.</b>			<b>P/O</b>		<b>J6646</b>		<b>P.P.</b>		<b>Uninjured</b>																																																				
<b>Young, J.H.</b>			<b>P/O</b>		<b>J6811</b>		<b>Pass</b>		<b>Uninjured</b>																																																				
<b>Faulkes, C.J.</b>			<b>Sgt</b>		<b>R74894</b>		<b>Pass</b>		<b>Uninjured.</b>						CARD SERIAL NO.																																														
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																	
<b>Lockheed 7652</b>		<b>7652</b>		<b>Total</b>								INST		NIGHT		ON TYPE		TOTAL		LAST 6 MOS.																																									
												NA		NA		3		26		1044		-		400																																					
<b>Wasp Jr. 493/5260</b>				<b>TOTAL</b>																																																									
<b>Wasp Jr. 420/5817</b>				<b>TOTAL</b>																																																									
SIGNAL No & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE																																									
<b>A 153 15-10-41</b>																																																													
NATURE OF ACCIDENT																																																													
CATEGORY		TYPE OF ENGINE		TYPE OF A/C		STAGE OF FLIGHT		CAUSES		MISCELLANEOUS		HAND Q.		PRIMARY		INSTS.		WEATHER		DRKNS.		AL'S SURF.		OTHER		UND'TD		PRIMARY		TAXIING		LANDING		TAKE-OFF		FLIGHT		STATRY		FATAL		INJ		3rd.		5		1													

DUTY ON WHICH ENGAGED:

**Instructional Flight.**

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

**Aircraft caught fire in air during landing circuits.** DURING APPROACH PILOT

DATE: October 15th, 1941. *IM AA/GA*

COURT OF INQUIRY

COMPOSITION:

NOTICED SMOKE COMING FROM THE CABIN, AND AFTER LANDING TAXIED OFF THE RUNWAY, SHUT OFF THE ENGINES AND INVESTIGATED FOR THE CAUSE OF THE SMOKE. FLAMES BROKE OUT ANEW WHICH COULD NOT BE EXTINGUISHED, AND AIRCRAFT WAS TOTALLY BURNED.

Sqdn./Ldr.	Stephenson, J.G. C.860	President
Flt./Lt.	Bennell, R.C.1376	Member
F/O	MacLean, D.J. C.4004	Member

RECOMMENDATIONS:

1. Gas tanks not to be filled higher than top of tank.
2. Sealers around filler pipes in over flow sump to be checked more frequently for signs of deterioration on Lockheed Aircraft.
3. All training aircraft should be equipped with either a very pistol and flares or means of quickly attracting attention when in distress.
4. Aerodrome control towers should have more than one aerodrome control officer on duty at one time.

PRIMARY CAUSE:

**Obscure**

ACTION TAKEN: Nil

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

5. Every station should have a permanent fire fighting crew consisting of well-trained men.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

**AIRCRAFT DESTROYED BY FIRE.**

RECORDED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_