



DUTY ON WHICH ENGAGED:

Sequences 6-7-8-15-21A.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

INVESTIGATING OFFICER'S REPORT.  
DATE: 17-20/11/42.

COMPOSITION:

S/L Newsome, G.H. (C984) No. 10 S.F.T.S. Dauphin, Man.  
*FB/AOP/EF/OM/D/I/AE*

RECOMMENDATIONS:

It is recommended that the flexible oil line (Part No. 3752W) be replaced periodically after a certain time has elapsed on the engine. If, for any reason, this part is removed from the engine, it is recommended that it be replaced only with a new part.

Not concurred in by A.O.C. - Removed oil lines considered O.K. for replacing in A/C if due care (A) DISCIPLINARY (B) TECHNICAL (C) OTHER NIL. taken in removal.

CONCLUSIONS OF A.I.B.

Agree with the Findings and with the remarks of the A.O.C.

PRIMARY CAUSE:

~~Failure of the flexible oil line (Part No. 3752W) of the Port Engine, thus allowing oil to be pumped from the oil tank into the engine compartment into the hot engine exhaust pipe causing fire to break out.~~

*17. FORCED LANDING!!*

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Port engine caught fire, A/O force landed.~~

*28. FIRE IN AIR.*

*28*

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

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