

|                     |  |                 |      |                   |         |             |      |                        |                 |           |  |
|---------------------|--|-----------------|------|-------------------|---------|-------------|------|------------------------|-----------------|-----------|--|
| PILOT               |  | OTHERS          |      | AIRFRAME FAILURE  |         |             |      | ENGINE FAILURE         |                 |           |  |
| CAUSES OF ACCIDENTS |  |                 |      |                   |         |             |      |                        |                 |           |  |
| UNIT 32 S.F.T.S.    |  | COM.            |      | PLACE             |         |             |      | DATE 9-1-43            |                 | TIME 1245 |  |
| Moose Jaw, Sask.    |  | # 4             |      | Briercrest, Sask. |         |             |      | H.O. FILE /300-V3251-1 |                 |           |  |
| A/C TYPE            |  | No.             |      | CRASH CAT.        |         | SE          |      | ME                     |                 | DAY NIGHT |  |
| Oxford II           |  | V 3351          |      | A                 |         | X           |      | X                      |                 |           |  |
| NAME                |  |                 | RANK |                   | No.     |             | DUTY |                        | INJURIES        |           |  |
| Selmer, N.S.        |  |                 | PTE  |                   | 1904(N) |             | PP   |                        | Killed.         |           |  |
|                     |  |                 |      |                   |         |             |      |                        | SERIOUS         |           |  |
|                     |  |                 |      |                   |         |             |      |                        | FATAL INJURY    |           |  |
|                     |  |                 |      |                   |         |             |      |                        | 1               |           |  |
|                     |  |                 |      |                   |         |             |      |                        | CARD SERIAL No. |           |  |
|                     |  |                 |      |                   |         |             |      |                        | X               |           |  |
| TYPE A/F & ENGINE   |  | No.             |      | EXTENT OF DAMAGE  |         | REPORT FORM |      | SERIAL No.             |                 | DATE      |  |
| Oxford III          |  | V3351           |      | Total             |         |             |      |                        |                 |           |  |
| Cheetah X           |  | S40997 & P22221 |      | Total             |         |             |      |                        |                 |           |  |
| SIGNAL No. & DATE   |  | UNIT No. & DATE |      | COM. No. & DATE   |         | REPORT      |      | FILE                   |                 | DATE      |  |
| A 35                |  | 9-1             |      |                   |         |             |      |                        |                 |           |  |
| NATURE OF ACCIDENT  |  |                 |      |                   |         |             |      |                        |                 |           |  |

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

HAND O.  
 INSTS.  
 WEATHER  
 DRKNS.  
 ALG SURF.  
 OTHER  
 UND/TD  
 PRIMARY  
 TAKING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATRY  
 FATAL  
 INJ.

18  
 16  
 15  
 14  
 13  
 12  
 11  
 10  
 9  
 8  
 7  
 6  
 5  
 4  
 3  
 2  
 1

DUTY ON WHICH ENGAGED:

Solo training flight.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

COURT OF INQUIRY **INK**

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft struck ground and burned.

Witness stated that A/C was seen to have one engine on fire in the air, also left wing was stated to have burst into flame, left wing dropped, a/c side slipped into ground, exploded, burst into flames & was totally destroyed.

DATE:

COMPOSITION:

10 Jan./43 S.L. E.L.Gosling, No. 39 S.F.T.S.  
F.L. M.Forbes, No. 32 S.F.T.S.  
F.O. T.A.Ord, No. 32 S.F.T.S.  
W.C. A.A.F.Hickman, No. 39 S.F.T.S.

RECOMMENDATIONS:

Modification of fuel tank filler neck.  
Modification of exhaust tail pipe.  
(For further recommendation see, Summary of accident Investigation No. 738)

PRIMARY CAUSE:

*18. Miss. Technical*  
~~27. Fire in the Air. Fire in the port motor & loss of control while attempting to land. Probably that fire was caused by application of full carburettor heat to an idling engine in comparatively warm weather. Also fuel tank filler cap may not have been fitted properly permitting leakage.~~

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.: (1) Agree with findings.

(2) While agreeing with findings it is noted pupil Selmer's instructor stated as follows: "My instructions for single engine flying were to cut throttle & use heat on dead engine & use to cut throttle & use heat on dead engine & use (3) The cause of the fire is obscure

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

the over-ride position only when losing height but the instructions concerning single engine flying should be cleared up.

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

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

*28 Fire in air 28*