

TYPE OF ACCIDENT		TYPE OF ENGINE		CATEGORY		NATURE OF ACCIDENT	
PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE		NAME RANK No. DUTY INJURIES SERIOUS FATAL INJURY CARD SERIAL No. TYPE A/F & ENGINE No. EXTENT OF DAMAGE REPORT FORM SERIAL No. DATE INST. NIGHT ON TYPE DUAL SOLO TOTAL DUAL SOLO LAST 6 MOS		UNIT #32 S.F.T.S. COM. #4 TC PLACE 10 miles east of DATE 11.4.43 TIME 1200 H.Q. FILE 1300-AS930 A/C TYPE Oxford II No. AS930 CRASH CAT. A SE ME X DAY X NIGHT O'Connor, M.P. LAC 1564701 PP Dangerously Died. Oxford II #5930 Cheetah X P41691/A179610 S41615/A179534 SIGNAL No. & DATE A.505 114.43 UNIT No. & DATE COM. No. & DATE REPORT FILE DATE		CAUSES OF ACCIDENTS HAND O. INSTS. WEATHER DRKNS. ALG SURF. OTHER UNDTD PRIMARY TAXING LANDING TAKE-OFF FLIGHT STATRY FATAL INJ. 3RD 5	

DUTY ON WHICH ENGAGED:
Solo, forced landings, single-engine,
precautionary landing, steepturns.

OR COMMANDING OFFICER'S REPORT:

COURT OF INQUIRY

A/C caught fire in the air. A/C crashed on attempting precautionary landing.

COMPOSITION:

F/L. G.L.J. Oliver (89056), #39 SFTS

F/L. B.V. Draper (76309), #32 SFTS

P/O. E.D. Whitters (129329), #32 SFTS.

IM/AF/GE/GN

That immediate steps be taken to protect the under surface of the mainplane at a point adjacent to the exhaust manifold, by means of a metal and asbestos shield. It would also help by having the outlet of the exhaust tail pipe pointing downwards.

~~27. Fire in the air.
Due to flame from new type
exhaust manifold which occurs when
flaps are down and are operated
/quickly or with mixture control in
take-off position.~~

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

CONCLUSIONS OF A.I.B.

Agree with the findings.

A temporary exhaust pipe is being manufactured for use during the summer months in this type of A/C. Instructions have been issued re the use of over-ride and rich mixture.

RECORDED BY

DATE _____

~~Impregnation of the self-sealing material on the tanks due to spillage and leaks.~~

R.C.A.F. FORM 129 REG. 124 OM-13-11-4

CHECKED BY

DATE _____