					AIRFRAME FAILURE					1				
A UNIT		5.F.T.S.	сом.	- 11		iles	east o		k DATE		5•4 <u>}</u> ⊓		60 0	
A/C TYPE	A/C			I.C N	ville No. 8390		N.B CRASH CAT. C.4		SE SE	ME X	1100- DA		NIGHT	3 7 76
	NAME			RANK	No.	DUTY	INJURIES					SERIOUS		CAUS CAUS
	Fallis, R.R. Woodroffe, R.J.				J21392 FT Nil GB1621843 pp Nil					FA	TAL	YRULMI	LANE	
YPE OF ENGINE						CARD					S n c			
H TYP	TYPE A/F No. EXTENT OF DAMAG			SE FORM No.		DAT		HOU INST, NIGHT				TOTAL LAST		E L S L V
Jac	obs P	#8390 15702/186 17999/600	Slight 3 Nil 8 Nil				30	20	5	160	105	287	6 MOS.	G E C
E SIG					COM.	No. & I	DATE	REPOR	₹T	FI	LE	D.A	ATE	

$\rightarrow \rightarrow \nearrow \rightarrow \rightarrow$	
DUTY ON WHICH ENGAGED:	COURT OF INQUIRY, INVESTIGATING OFFICER
Dual ab initio	OR COMMANDING OFFICER'S REPORT: D.14 #19
NATURE OF ACCIDENT AND STAGE OF FLIGHT: Smoke came from nacelle and wing and alarmed pilot who unable to see source of smoke did not use extinguisher and decided on landing to	
prevent spread of fire. Landed	RECOMMENDATIONS:
wheels up in swamp.	Pilots are warned in event of smoke in A/C to cut ou
PRIMARY CAUSE: 54. Engine failure Piston of No. 3 cyl. was burned through. Smoke from burning oil drifted back through nacelle and airframe.	generator switches. If this doesn't stop smoke then fly on one engine for a while to try and locate cause then use fire extinguisher. ACTION TAKEN: (A) DISCIPLINARY (B) TECHNICAL (C) OTHER Nil
17. FORCED LANDING	NII
SECONDARY CAUSE OR CONTRIBUTING FACTORS:	
27. Fire in the air 33. Technical defect FIRE _ IN AIR	RECORDED BY DATE
	CHECKED BY DATE
<u> </u>	