

ACCIDENT CLASSIFICATION

UNIT <b>2 W.S. Calgary</b>		COM. <b>4</b>	PLACE <b>2 miles S.E. of Shepard</b>		DATE <b>13-9-43</b>	TIME <b>0735</b>	
A/C TYPE <b>FORT II</b>		No. <b>3614</b>	CRASH CAT. <b>"A"</b>		S.E. <b>x</b>	M.E.	DAY <b>x</b> NIGHT
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL
<b>Myles, J.D.</b>		<b>P/O</b>	<b>J24833</b>	<b>P</b>	<b>Slightly Inj.</b>		No. <b>A.85</b> DATE <b>13-9</b>
<b>Heath, J.D.</b>		<b>AUS LAC</b>	<b>424585</b>	<b>WO</b>	<b>Uninj.</b>		D 14 (REVISED)
							No. <b>3</b> CHECKED <input checked="" type="checkbox"/>
							<b>#5</b>
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				
<b>Jacobs L6MB</b>	<b>15753/1938</b>		<b>Notally</b>				
			INST.	NIGHT	ON TYPE		TOTAL
					SOLO	DUAL	SOLO DUAL
			<b>43</b>	<b>16</b>	<b>581</b>	<b>1</b>	<b>878 102</b>

ACCIDENT CLASSIFICATION

COMMAND

MONTH

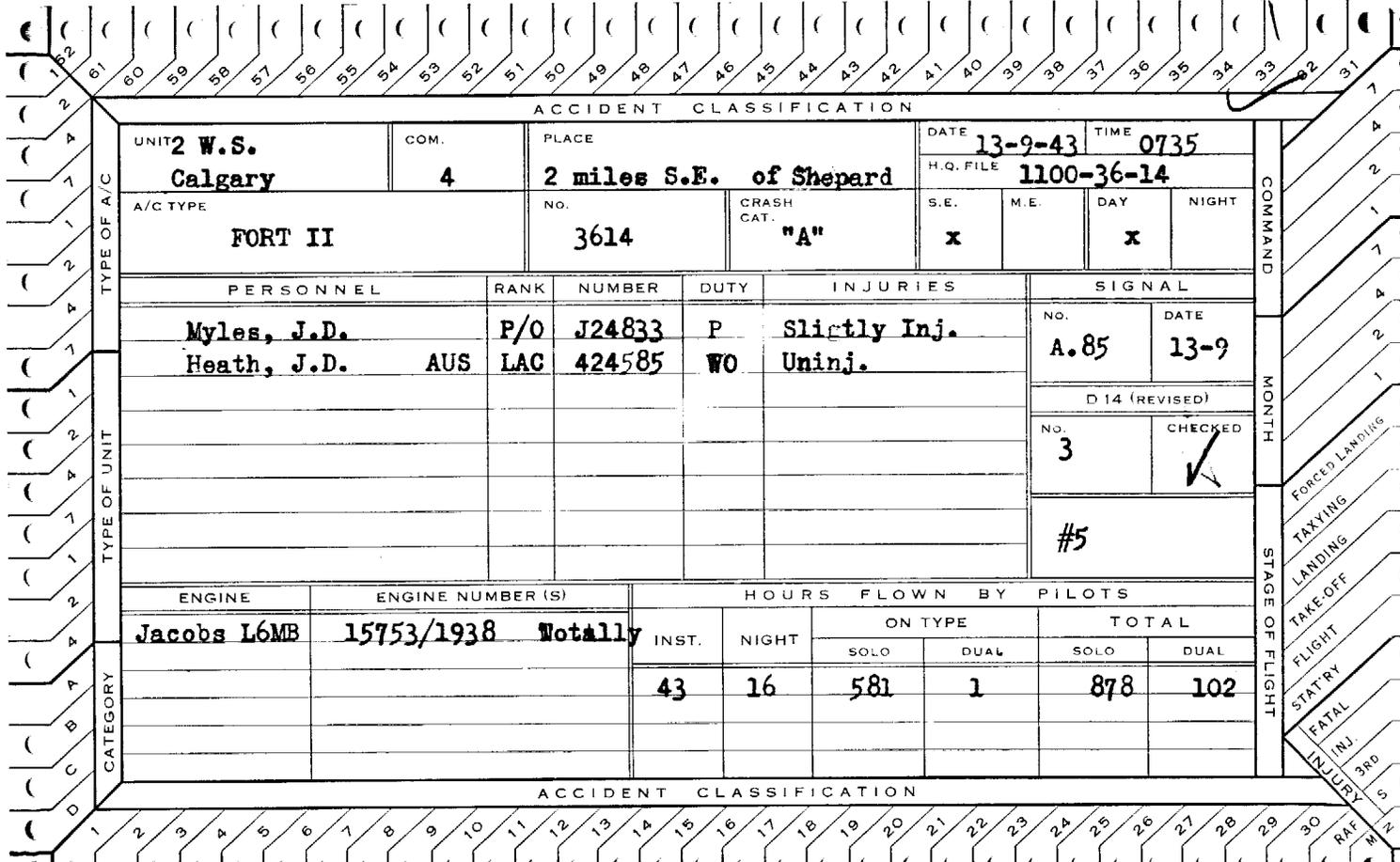
STAGE OF FLIGHT

FORCED LANDING  
 TAXYING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATRY  
 FATAL  
 INJ  
 3RD  
 5  
 RAJ  
 M 2

TYPE OF A/C

TYPE OF UNIT

CATEGORY



PURPOSE OF FLIGHT:

W/T training flight

NATURE OF ACCIDENT:

From take off a/c had reached 2000' above ground when fuel fumes then raw fuel were observed at pilot's feet. Fire broke out in cockpit immediately after. Pilot maintained level flight from port wing enabling WAG trainee to clear cockpit. Normal parachute descents were made by both occupants from 800'.

CLASSIFICATION:

~~27. Fire in the air.~~

18. *Misc. Technical*

18

SECONDARY OR CONTRIBUTORY FACTORS:

~~33. Technical defect.~~

28. *Fire in the*

28

TECHNICAL OFFICER'S REPORT:

*IM/ACOP/EP/NK/NK/.*

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

The fuel pressure line forward (Part No. 60M712-2/ showed evidence of fire. This type of flexible line is most unsatisfactory in the hydraulic system and it is quite possible that this fuel line developed a leak. The fire wall end of this line was pulled off the terminal copper tube, presumably by the crash. The nut securing the lower end of the fuel pressure line forward (Part No. 3 RT/D) was only finger tight. This may have been loosened by the crash; as the upper end of this line was broken off from the Engine Gauge Unit.

ACTION TAKEN:

Nil