

ACCIDENT CLASSIFICATION

UNIT 10 B.G.S. Mount Pleasant	COM. 3	PLACE L.A.	DATE 23-1-44	TIME 1615
A/C TYPE BOLINGBROKE IVT	No. 10187	CRASH CAT. "C"	H.Q. FILE 1100-101-87	
			S.E. x	M.E. x
			DAY x	NIGHT

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
KENNISON, J.P.	F/S	R141657	P	Uninj.	NO.	DATE
ROBINSON, R.C.	LAC	R127013	AG	Uninj.	AC.92	24-1
WILESLEY, D.E.	LAC	R127096	AG	Uninj.	D 14 (REVISED)	
FOSTER, R.B.	LAC	R163286	AG	Uninj.	NO.	CHECKED
SKEBO, B.A.	AC	R275016	PASS	Uninj	3	<input checked="" type="checkbox"/>
				NAFH	#10	

MONTH

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS						
		INST.	NIGHT	ON TYPE		TOTAL		
				SOLO	DUAL	SOLO	DUAL	
Bristol Mercury XV	231953/S539932 152551/545332	Nil	39	17	40	2	498	127

STAGE OF FLIGHT

ACCIDENT CLASSIFICATION

7
4
2
1
7
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1
FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJURY
3rd
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M Z

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RAF
M Z

TYPE OF A/C

TYPE OF UNIT

CATEGORY

PURPOSE OF FLIGHT:

Gunnery exercise.

TECHNICAL OFFICER'S REPORT:

Fire caused by broken inlet port engine primer (suction) line. The break occurred at the point of connection of the copper tubing to the priming pump connection.

NATURE OF ACCIDENT:

Port engine nacelle caught fire after

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

a/c had landed and had turned off run-way. Fire broke out in the nacelle as soon as the engines were sufficiently throttled back so that the airstream was not sufficient to clear gasoline from the nacelle. Pilot operated the port engine fire extinguisher immediately fire was noticed, but as the fire was behind the fire wall, extinguisher had no effect. Fire was put out by crash tender, after considerable damage.

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~42. Fire after landing.~~

(7)

1. Others

SECONDARY OR CONTRIBUTORY FACTORS:

30. Fire on ground

(30)

ACTION TAKEN:

Nil