

ACCIDENT CLASSIFICATION

UNIT 15 S.F.T.S.

COM. "2"

PLACE $3\frac{1}{2}$ mls. E. of aerodrome.

DATE 7-2-45 TIME 0900

H.O. FILE 1300-FP845-1

A/C TYPE ANSON II

No. FP 845

CRASH CAT. "A"

S.E. M.E. DAY NIGHT
X X

COMMAND

PERSONNEL

RANK

NUMBER

DUTY

INJURIES

SIGNAL

GOLDIE, A.J., RAF

P/O

188945

P. Instr. Killed

NO. DATE
A.19 7-2

ARCHIBALD, G. V. H.,

WO1

R62035

U/T P. Killed

D 14 (REVISED)

NO. CHECKED
II

5

MONTH

ENGINE

ENGINE NUMBER (S)

HOURS FLOWN BY PILOTS

Jacobs
L6MB

S15742/1927 Totally
P16603/2782 Totally

INST.

NIGHT

ON TYPE

TOTAL

71.

84.

104.

213.

225.

316.

78.

39.

125.

72.

OF FLIGHT

ACCIDENT CLASSIFICATION

FORCED LANDING
TALKING
LANDING
TIME-OFF
FLIGHT
SAFETY
PATROL
INFLUENCE

PURPOSE OF FLIGHT:

Routine Training Flight.

NATURE OF ACCIDENT:

A/C caught fire shortly after take-off. Crashed and burned.

CLASSIFICATION:

16. Others.

SECONDARY OR CONTRIBUTORY FACTORS:

28. Fire- in air.

R. C. A. F. L 20 (REVISED)
2M-5-44 (4638) K. P. 8669
H. Q. 885-L 20

TECHNICAL OFFICER'S REPORT:

Obscure.

OFM/AOP/PSF/O/E/EG/PM/NK/d
AE/CN

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2530

CAUSE: Fire in the air. Cause of fires obscure but was probably caused by a leaking or broken fuel line as described by the Inspector of Accidents.

RECOMMENDATIONS: (1) Pilots be warned that in event fire in the air they should maintain altitude until satisfied that the fire is out, before attempting to land. If altitude is being steadily lost and they are doubtful whether or not the fire is out they should abandon the a/c immediately. (2) S. A. S. O. No. 2 A.C. should consider the recommendation for a suitable amendment to C.A.P. 1 Vols. 1 and 11. Such amendment to stress the importance of maintaining a safe altitude.

CONCLUSIONS OF A. I. E. Agree with findings.

ACTION TAKEN:

Nil

Pending