



PURPOSE OF FLIGHT:

Seq. 9-10-11-12-13-33.

TECHNICAL OFFICER'S REPORT:

TM/EF/NK/GE

NATURE OF ACCIDENT:

Following a landing, port engine caught fire, apparently behind firewall, and A/C burned extensively before fire was brought under control by firefighters.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2550

CAUSE: Fire in port engine nacelle aft of firewall. It is considered that fire was caused by hydraulic fluid leaking from high pressure line due to loose union, and becoming ignited by exhaust or exhaust pipe. As above defect could hardly exist without fire occurring, it would be highly coincidental if another source of fire also existed at same time.

RECOMMENDATIONS: That an inspection of hydraulic lines in question be incorporated in CAP197.

CONCLUSIONS OF A.I.B.: Agree. NOTE 1. Evidence given by pilot showed that no noticeable effect on flame was obtained by operating port engine fire extinguisher. This was due to fact that discharge nozzles of engine fire extinguisher located ahead of fire wall, while fire occurred behind fire wall. Advisability

ACTION TAKEN: of a change in engine fire extinguisher installation is being taken up by Inspector of Acc. Nil

at No. 2 A.C.

CLASSIFICATION:

7. Others.

SECONDARY OR CONTRIBUTORY FACTORS:

30. Fire - On Ground.