



DUTY ON WHICH ENGAGED:

SEQUENCE 19.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Court of Inquiry.

*M/E/BP/AE*

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

10-9-41

COMPOSITION:

SQUADRON LEADER N.S. ANDERSON

FLIGHT LIEUTENANT G.O. HILL

FLYING OFFICER H.K. MORRIS.

RECOMMENDATIONS:

AFTER RECOVERY FROM SPIN THROTTLE STUCK. IN CLOSED POSITION AND WHILE CARRYING OUT FORCED LANDING ENGINE CAUGHT FIRE AND AIRCRAFT OVERTURNED ON LANDING.

PRIMARY CAUSE. FIRE STARTED IN THE AIR INTAKE

SHORTLY AFTER THE THROTTLE WAS FULLY CLOSED PRIOR TO COMMENCEMENT OF THE SPIN - APPARENTLY COUGHING

PRIMARY CAUSE: BACK INTO THE INDUCTION SYSTEM

IGNITING THE EXCESS FUEL THERE. THE HEAT OF THIS FIRE EMPANDED THE BUTTERFLY VALVE AND SPINDLE MAKING

THROTTLE STICK. WHEN THE THROTTLE WAS FINALLY OPENED

WITH A JERK THE ACCELERATOR PUMP FLOODED THE CARBURETOR THUS FEEDING GASOLINE TO THE FIRE.

USE OF THE LUX EXTINGUISHER STOPPED THE ENGINE FROM FUNCTIONING AND ONLY PARTLY EXTINGUISHED THE FIRE.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

THE EXCESSIVE USE OF BRAKES AFTER LANDING MADE THE AIRCRAFT TURN OVER. USE OF THE BRAKES WAS UNCONSCIOUS BY THE PILOT.

PILOTS SHOULD BE WARNED CONCERNING THE FOLLOWING:

(A) CAREFUL CONSIDERATION SHOULD BE GIVEN BEFORE USING THE

LUX FIRE EXTINGUISHER, BECAUSE A CARBURETOR FIRE CAN OFTEN BE EXTINGUISHED MORE EFFECTIVELY BY THE ENGINE ITSELF IF THE THROTTLE IS OPENED TO ABOUT CRUISING R.P.M.

(B) DUE TO LACK OF SUITABLE AND RELIABLE FORCED LANDING FIELDS

ACTION TAKEN:

IN P.E.I., THE COURT RECOMMENDS THAT INSTRUCTIONS BE ISSUED TO THE EFFECT THAT ALL FORCED LANDINGS BE CARRIED OUT WITH WHEELS RETRACTED.

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_