4/C	PILOT OTHERS AIRFRAME FAILURE								ENGINE FAILURE					
YPE OF	UNIT #39 S.F.T.S. COM. SWIFT CURRENT #4 T.C.				PLACE M.A.				DATE 1.4.43 TIME 1215				] [3	1 / .5. /
`-[	A/C TYPE OXFORD !!			No.	No. AS.936		CRASH CAT. A		SE	SE ME				WERT.
4	N A M E			RANK	No.	DUTY		RIES	IES		SERIOUS >		ORKE ORIGINAL	
Į	HAYHURST, J.D. F.			F.S.	1002958	P	NIL	NIL FATAL IN.					URY W > K	k;6/
i erili	Ovens, L.F.				539200	• <b>•</b> •	Nat						E Z	1/28/
PE OF ENGIN	BRETHERTON, J. LA			AC.	576328	PP	Net				SE	CABD SERIAL NO.		OHO AT
լ	TYPE A/F	No.			RT SERIAL	DAT	Е	URS FL	IRS FLOWN BY PI		ILOTS		1/8/	
-	& ENGINE		OF DAMAGE Totall		M No.	·	INST	NIGHT	ON T	YPE solo	TOTAL DUAL SC	LAST DLO 6 MO:		1/46/
EGORY		X P. A15		1862	Total Total								IGHT	11/24/
ATE	SIGNAL NO. & DATE   UNIT NO. &			DATE	сом.	No.& D	ATE	۶Τ	FILE		DATE		<b>K</b> %	

DUTY ON WHICH ENGAGED: COURT OF INQUIRY, INVESTIGATING OFFICER FLYING TRAINING OR COMMANDING OFFICER'S REPORT: D-14 NATURE OF ACCIDENT AND STAGE OF FLIGHT: LANAA/GA Whilst holding off to land the instructor noticed a strong smell of smoke and then discovered that an area of about 2 feet of the trailing edge of his stbd mainplane was on RECOMMENDATIONS: fire just outside the engine nacelle. It is recommended that the normal practice of Completed the landing, turned off the putting the mixture control in take-off position whilst approaching to land be discontinued until abandoned the A/C without injury. such time as the exhaust tail pipe is repositioned as recommended in the Technical Officer's report. PRIMARY CAUSE 27. Fire in the air. A local order to this effect has already been Trailing edge of stbd mainplane ACTION TAKEN: issued. fired by flames from exhaust (A) DISCIPLINARY (B) TECHNICAL (C) OTHER tail pipe when mixture lever was in NiL. override during the glide approach. CONCLUSIONS OF A.I.S. The rich mixture caused flames from Overly rich mixture ejected from the exhaust tall pipe caused fire at the exhaust manifold to ignite the THE TRAILING EDGE OF STBD MAINPLANE. THE MIXTURE LEVER IN OVERRIDE mainolane mentioned. POSITION IS A SERIOUS FIRE HAZARD WHEN A/C GLIDING WITH FLAPS DOWN. However, Modifications will be developed to this situation and action SECONDARY CAUSE OR CONTRIBUTING FACTORS: BEEN TAKEN TO RESTRICT THE USE OF OVERRIDE UNTIL SUCH MODIFICATION RECORDED BY DATE CHECKED BY DATE R.C.A.F. FORM L20 REQ. 1247 10M-15-11-41