PUNWAY

UNITED STATES OF AMERICA CIVIL AERONAUTICS BOARD BUREAU OF SAFETY

WASHINGTON, D. C.

STATEMENT OF WITNESS
Place LITEAFIELD PARK ARIZ
AIRPORT Date APRIL -2-1966.
I. Place of accident LITCHFIELD PARK Date APAIL - 1-1966 Hour 14.45
II. Aircraft DOUBLAS FAA Certificate No. and Symbol N 91375. TUESON AREZ III. What is your name HAYNES C BURRUS Address 6157-5-EUBLID AVE Age 53
IV. Occupation PILOT By whom employed SELF.
V. Where were you at the time of the accident IN AIRCRAFT
VI. Tell in your own words what you saw before and at the time the accident occurred.
IN FLIGHT FROM LITCHFIELD N.A.F. WITH DESTINATION LITCHFIELD
PARK AIRPORT A FLIGHT OF 10 MINUTES TO FERRY AIRCRAFT FOR FINAL
CHECK BEFORE PROCEEDING TO COATESVILLE PENNA. ALL SYSTEMS
HAD CHECKED NORMAL, BEFORE AND IN FLICHT, UNTIL APROX 12
MILES FROM LITCHFIELD PARK AIRPORT SMOULT WILL DETERMENT
RADIO OPERATOR'S STATION, WITH GMELL OF ELECTRIC FIRE, I SHUT OFF BATTERY MASTER + BETTE BENERATORS, AT THIS TIME CO PILOT WAS DIRECTED TO SORCE, HE WAS UNABLE TO DETECT CAUSE, BUT SMOKE SUBSIDED, AND CO PILOT RESUMED HIS STATION ARMY SMOKE
BATTERY MASTER + BENERATORS, AT THIS TIME OD PHOTOGOR
DIRECTED TO SORCE, HE WAS UNABLE TO DETECT CAUSE BUT SMOKE
SUBSIDED, AND COPILOT RESUMED HIS STATION. ABAIN SMOKE
STARTED TO COME INTO CABIN, AT THIS TIME AT END DE BASE LER
LANDING BEAR WAS LOWERED AND WAS OBSERVED BY PILOT AND COPYET
STARTED TO COME INTO CABIN, AT THIS TIME AT END OF BASE LEG- HANDING BEAR WAS LOWERED AND WAS OBSERVED BY PILOT AND COPILOT TO LOCK DOWN, FLAPS WAS LOWERED & MORE SMOKE FLAPS FULL TO LANDING, SMOKE INCREASEING, POLLED TO STOP DO PILOT REPORTED
TO LANDING, SMOKE INCREASEING , ACLLED TO STOP GO PILOT REPORTED
FIRE IN #2 ENBINE ALSO GRABBED HAND FIRE EX. DEPARTED AIRCRAFT
I SHUT OFF FIREWALL VALVES MIXTURES OF SELECTORES FUEL AND DISCHARGE
TO LANDING, SMOKE INCREASEIND, ROLLED TO STOP CO PILOT REPORTED FIRE IN #2 ENGINE ALSO CHABBED HAND FIRE EX. DEPARTED AIRCRAFT ISHUT OFF FIREWALL YALVES MIXTURES OF SELECTORES FUEL AND DISCHARGE SHIPS FIRE EXTINGUISHING SYSTEM. Taynes C. B. WYLLY (Signature)
SHIP BURNED ON (Use reverse side of sheet for diagram and additional statement)

BOOST PUMPS WERE NOT USED ON TAKE OFF

DUE TO PRESSURE BEING ON HIGH SIDE FIRE
ABOUTE LITE

DETECTION SYSTEM WAS NOT CHECKED BY ME

AS COULD NOT FIND PUSH TO TEST BUTTONS

JEBB

IN FLIGHT FROM STOCKFIELD WAF. WITH DESTINATION LITERED

PARK AIRPORT AFFERD STEEM OF TO FERRY AIRCRAFT FOR FLANT

CHECK BEFORE INTERENT TO CENTESVILLE PERMA, ALL SYSTEM

HAD CHECKED NORMAL, BEECKE AND IN FLICHT UNTIL APRIX 1 F

NAILES FROM LITCHFIELD PARK SIRPORT SMOKE WAS DETECTED IN

A ADIO CHERATOR'S STATICAL WITH CHELL OF ELECTRIC FIRE, I SHUT OFF

BATTERY MASTER Y SHORE PENERATORS, AT THIS TIME CO. PIACT WAS

DINGETED TO SCREE, I'VE WAS CHABLE TO DETROT CAUSE, BUT SMOKE

STHATED TO GONE INTO THEN AT THIS TIME AT END OF BASE LED

TELLARDING, SMOKE INGREASEINE, ROLLED TO STOP OF PILOT REPRETED

13AUT CEF FIREWALL YALVES MIXTURESAY SELLE TERES FLICK AND

SUBSIDED, AND COPILOT HESUMED HIS STATION, ACKIN SMOKE