

UNITED STATES OF AMERICA
CIVIL AERONAUTICS BOARD
BUREAU OF SAFETY
WASHINGTON, D. C.

STATEMENT OF WITNESS

Place LITCHFIELD PARK ARIZ

AIRPORT

Date APRIL-2-1966

I. Place of accident LITCHFIELD PARK ARZ Date APRIL-1-1966 Hour 1445

II. Aircraft DOUGLAS FAA Certificate No. and Symbol N 91375 TUESON ARIZ

III. What is your name HAYNES C BURRUS Address 6157-5 EUBANK 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 FLIGHT, UNTIL APPROX 1 1/2 MILES FROM LITCHFIELD PARK AIRPORT. SMOKE WAS DETECTED IN RADIO OPERATOR'S STATION, WITH SMELL OF ELECTRIC FIRE, I SHUT OFF BATTERY MASTER & ~~BATTERY~~ GENERATORS, AT THIS TIME CO PILOT WAS DIRECTED TO SORCE, HE WAS UNABLE TO DETECT CAUSE, BUT SMOKE SUBSIDED, AND CO PILOT RESUMED HIS STATION. AGAIN SMOKE 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 LOOK DOWN. FLAPS WAS LOWERED 1/4 MORE SMOKE FLAPS FULL TO LANDING, SMOKE INCREASING, ROLLED TO STOP CO PILOT REPORTED FIRE IN #2 ENGINE ALSO GRABBED HAND FIRE EX. DEPARTED AIRCRAFT I SHUT OFF FIREWALL VALVES MIXTURES & (SELECTORES FUEL) AND DISCHARGED SHIPS FIRE EXTINGUISHING SYSTEM.

Haynes C Burrus
(Signature)

(Use reverse side of sheet for diagram and additional statement)

SHIP BURNED ON
RUNWAY (OVER)

BOOST PUMPS WERE NOT USED ON TAKE OFF
DUE TO PRESSURE BEING ON HIGH SIDE. FIRE
DETECTION SYSTEM WAS NOT CHECKED BY ME
AS COULD NOT FIND PUSH TO TEST BUTTONS.
ABOUT 21#

J.F.B.