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CASPIR Aircraft Accident Cards

Serial: FN486

Title: Curtiss Seamew Mk. I serial:FN486 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1943-April-19. Seamew I s/n FN486. This accident involved 1 person. Palmer AM

Keywords: RCAFSeamew I,FN486,1 NAGS,1 Naval Air Gunnery School,Aerodrome,1943-April-19,PalmerRCAF L20

Created: 1943-04-19

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001495#FN486

CAUSES OF ACCIDENTS

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

PILOT: TECH. 30, DISOB. 29, NEG'NCE 28, INEXP'NCE 27, MISCEL. 26
OTHERS: INSTRUCT. 25, FLT. CONTR. 24, OTHERS 23, PRIMARY 22
AIRFRAME FAILURE: FL. CONTS. 21, MOV. SURFS. 20, STAB. SURFS. 19, W. STRUTS 18, LAND. GEAR 17, FLOATS 16, FUSE. OR HULL 15, TAIL SKID OR W. 14, ENGINE MOUNT. 13, MISCEL. 12, UND'TD 11, PRIMARY 10
ENGINE FAILURE: FUEL SYS. 9, COOL SYS. 8, IGNIT. SYS. 7, LUB'N SYS. 6, ENG. STR. 5, AIRSCREW A. 4, ENG. CONTS. 3, MISCEL. 2, UNKTD 1
PRIMARY 19, HAND Q. 18, INSTS. 17, WEATHER 16, DRKNS. 15, AL'G SURF. 14, OTHER 13, UND'TD 12, PRIMARY 11
TAXYING 10, LANDING 9, TAKE-OFF 8, FLIGHT 7, STAT'RY 6
FATAL 5, INJ. 4, 3RD 3, INJURY 2, NIL 1

TYPE OF A/C

UNIT	COM.	PLACE	DATE	H.Q. FILE
#1 N.A.G.S. Yarmouth	EAC	M.A.	19.4.43	1635 1300-FN.486

A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT
Seamew 1	FN.486	C.3	X		X	

TYPE OF ENGINE

NAME	RANK	No.	DUTY	INJURIES	SERIOUS: FATAL	SERIOUS: INJURY
Palmer, A.M.	Lieut.(A)	RNVR	P	Nil		

CARD SERIAL No. X

MISCELLANEOUS CAUSES

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE
Seamew Ranger	1 #FN.486 A273558/5693	Slightly Engine shock loaded.			

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE: DUAL	ON TYPE: SOLO	TOTAL: DUAL	TOTAL: SOLO	LAST 6 MOS.

STAGE OF FLIGHT

CATEGORY: A, B, C, D

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
T.659 19.4.43				-	

NATURE OF ACCIDENT

DUTY ON WHICH ENGAGED:
Flying practice.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:
A/C started to swing, pilot applied brake but the tail lifted so he released brake. The jerk as the tail fell threw the pilot forward onto the brake pedals, and he thus inadvertenly applied full brake which caused the A/C to nose over.

PRIMARY CAUSE:
61. ~~Swinging on landing.~~
2. Swing

SECONDARY CAUSE OR CONTRIBUTING FACTORS:
32. ~~Pilot error.~~

COURT OF INQUIRY, INVESTIGATING OFFICER OR COMMANDING OFFICER'S REPORT:

D-14

DATE:

COMPOSITION: LS/AMT/1SS/FM

RECOMMENDATIONS:

ACTION TAKEN:
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER
NiL.

RECORDED BY DATE

CHECKED BY DATE

R.C.A.F. FORM L20 REQ. 1247 10M—15-11-41