

ACCIDENT CLASSIFICATION

UNIT 1 N.A.G. School COM. E.
Yarmouth, N.S.,

PLACE Paul Maheux Mills,
New France, Southville,

DATE 28-1-45 TIME 1420 Z

H.Q. FILE 1300-HS486

A/C TYPE
SWORDFISH IV

NO.
HS 486

CRASH Digby, N.S.
CAT "A"

S.E.	M.E.	DAY	NIGHT
X		X	

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
JOSS, R.A.,		P/O J46452	P.	Seriously	NO. T 885	DATE 29-1
GLEGG, W.H.,	FX	A/LA 705057	A/G	Seriously	D 14 (REVISED)	
JACKSON, L.,		O.S. V90739	A/G	Slightly		

MONTH

NO.		CHECKED
2		
1		

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Bristol	407438/P36844	Totally					
Pegasus		43	18	-	80	125	185
XXX							

FORCED LANDING

TAXIING

LANDING

TAKE-OFF

FLIGHT

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PURPOSE OF FLIGHT:

T.A.G. Training.

NATURE OF ACCIDENT:

Engine failed when Pilot was flying on Normal Birth (Indicated, this was actually Gravity only, 12½ gals.) Changed to Main Only (Indicated this was actually Normal Both) and pumped with his wobble pump, but to no avail. Pilot turned towards frozen lake tried to stretch his glide and stalled into trees, coming to rest upside down.

TECHNICAL OFFICER'S REPORT:

Failure due to lack of fuel.

FM/AOPA/OC/PSFA/PCDE/ES/PTG/1/XFM

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2529

CAUSE: Unserviceable fuel cock. Subject fuel cock came from Unit Stores in an u/s condition. There was no violation of maintenance orders or schedules. Under existing orders a reasonable check was carried out by Unit concerned.

RECOMMENDATIONS: That an Air Force Maintenance Instruction be issued requiring a visual check for correct fuel flow relative to the selected position. That an A.F.M.I. be issued requiring an operational check of the fuel cock as follows: After installing a fuel cock, fill main tank only. Start up on "main only" and run at full throttle noting the gravity tank gauge. There should be no fuel entering the gravity tank with the cock in this position. Then switch over to "normal

ACTION TAKEN: both", run engine for sufficient period to ensure that gravity tank is being filled by excess delivery from pump.

Nil

Stop the engine by turning fuel cock to "off" position.

CLASSIFICATION: CONCLUSIONS OF A.I.B.

Agree, but consider pilot negligent in not observing readings of fuel gauges.

17. Forced Landing.

SECONDARY OR CONTRIBUTORY FACTORS:

25. Petrol Shortage.