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CASPIR Aircraft Accident Cards

Serial: HS486

Title: Fairey Swordfish Mk. II serial:HS486 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1945-January-28. Fairey Swordfish IV s/n HS486. This accident involved 3 people. Glegg WH, Jackson L, Joss RA

Keywords: RCAFFairey Swordfish IV,HS486,1 NAGS,1 Naval Air Gunnery School,Paul Maheux Mills New France Southville,1945-January-28,Glegg,Jackson,JossRCAF L20

Created: 1945-01-28

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001574#HS486

ACCIDENT CLASSIFICATION

UNIT 1 N.A.G. School Yarmouth, N.S.,	COM. E.	PLACE Paul Maheux Mills, New France, Southville,		DATE 28-1-45	TIME 1420 Z		
A/C TYPE SWORDFISH IV		NO. HS 486	CRASH CAT "A" Digby, N.S.	H.Q. FILE 1300-HS486			
				D.E. x	M.E.	DAY x	NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
JOSS, R.A.,	P/O	J46452	P.	Seriously
GLEGG, W.H., FX	A/LA	705057	A/G	Seriously
JACKSON, L.,	O.S.	V90739	A/G	Slightly

SIGNAL	
NO.	DATE
T 885	29-1

D 14 (REVISED)

NO.	CHECKED
2	

1

ENGINE	ENGINE NUMBER (S)
Bristol Pegasus XXX	407438/P36844 Totally

HOURS FLOWN BY PILOTS					
INST.	NIGHT	ON TYPE		TOTAL	
		DUAL	SOLO	DUAL	SOLO
43	18	-	80	125	185

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAXYING

LANDING

TAKE-OFF

FLIGHT

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

T.A.G. Training.

NATURE OF ACCIDENT:

Engine failed when Pilot was flying on Normal Both (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.

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

CLASSIFICATION: CONCLUSIONS OF A.I.B.

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

SECONDARY OR CONTRIBUTORY FACTORS:

25. Petrol Shortage.

TECHNICAL OFFICER'S REPORT:

Failure due to lack of fuel.

FM/AOP/AOC/PSFA/EPCDE/ES/PT/G1/XFM

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2529

CAUSE: Unserviceable fuel cock. Subject fuel cockcame from Unit Stores in an u/s condition. There was no violation of maintenence 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 both", run engine for sufficient perio to ensure that gravity tank is being filled by excess delivery from pump.

ACTION TAKEN:

Nil

R. C. A. F. L 20 (REVISED)
2M-3-44 (4638) K. P. 8689
H. Q. 885-L 20

C. C. LTD. 20157-44