



However, the tip tank (which gives the contents of either tip tank depending on the position of a toggle switch) was found to indicate over only  $\frac{1}{4}$  to  $\frac{1}{2}$  scale for the full range of movement of transmitter float arm. The needle tended to remain close to the  $\frac{1}{2}$  scale indication with electrical power removed. The reason appeared to be due to "striction" in the gauge mechanism. The right main tank was found to be selected at the time of the accident, although its contents were not known. However, refuelling records produced by the pilot showed that total fuel contents at the time of the accident should have been sufficient for 2 to 3 hours flying.