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CASPIR Aircraft Accident Cards

Serial: HS261

Title: Fairey Swordfish Mk. II serial:HS261 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1944-May-02. Fairey Swordfish s/n HS261. This accident involved 3 people. Hill J, Mclaurin JL, Dwyer TL

Keywords: RCAFFairey Swordfish ,HS261,1 NAGS,1 Naval Air Gunnery School,Yarmouth,1944-May-02,Dwyer,Hill,MclaurinRCAF L20

Created: 1944-05-02

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001574#HS261

ACCIDENT CLASSIFICATION

UNIT	COM.	PLACE	DATE	TIME
1 N.A.G.S.	E	Yarmouth	2-5-44	0845

H.Q. FILE: 1300-HS261

A/C TYPE	NO.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT
SWORDFISH	HS261	"D"	x		x	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
MCLAURIN, J.L.	F/O	J24514	P	Uninj.
HILL, J.	NA	105615	OC	Uninj.
NON-OCCUPANT				
DWYER, T.L.	ALA	112967	AG	Killed.

NAFA

SIGNAL: NO. T999, DATE 2-5

D 14 (REVISED): NO. 3, CHECKED ✓

#1

ENGINE	ENGINE NUMBER(S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE SOLO	ON TYPE DUAL	TOTAL SOLO	TOTAL DUAL
Pegasus XXX	338744/P36434 slight	-	-	277	-	430	92

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT: FORCED LANDING, TAXYING, LANDING, TAKE-OFF, FLIGHT, STAT'RY

INJURY: FATAL, INJ., 3RD

PURPOSE OF FLIGHT:

T.A.G. training.

NATURE OF ACCIDENT:

A/C was being taxied up the middle of tarmac when ALA Dwyer came in contact with the propellor and was decapitated.

CLASSIFICATION:

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

NIL

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2364

CAUSE: A/LA Dwyer passed into a blind spot of the pilot while latter was looking out of the port side Dwyer having crossed from Pilot's stbd side and that while in this position Dwyer, who was walking with his back to the a/c was overtaken and struck by a/c prop.

Recommendations: That all air gunners carry their helmets to and from a/c and not wear them. Wearing of wireless helmet and running up of nearby a/c were contributing causes of this accident.

CONCLUSIONS OF A.I.B.

This accident must be attributed to lack of care on part of deceased air gunner, Note: The I.O. found that a/c was being taxiied in a normal manner and that no blame for the accident rested on pilot.

ACTION TAKEN:

R.C.A.F. L 20 (REVISED)
7M-4-43 (3202) K.P. 5051
H.Q. 885-L 20

C. C. LTD. 7084-43