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CASPIR Aircraft Accident Cards

Serial: HS487

Title: Fairey Swordfish Mk. II serial:HS487 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1944-October-16. Fairey Swordfish IV s/n HS487. This accident involved 2 people. Joss RA, Sinyward LA

Keywords: RCAFFairey Swordfish IV,HS487,1 NAGS,1 Naval Air Gunnery School,Lawrencetown Nova Scotia,1944-October-16,Joss,SinywardRCAF L20

Created: 1944-10-16

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001574#HS487

ACCIDENT CLASSIFICATION

UNIT	COM.	PLACE	DATE	TIME
No. 1 N.A.G. Yarmouth, N.S.	E	4 miles South of Lawrencetown, N.S.	16-10-44	1400 "Z"

H.Q. FILE 1300-HS487

A/C TYPE	NO.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT
FAIREY SWORDFISH IV	HS487	"A"	x		x	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
JOSS, R.A.	P/O	J46452	P	Uninj.
SINYARD, L.A. FX	A/LA	110250	A.G.	Uninj.

SIGNAL: NO. T738 DATE 17-10

D 14 (REVISED) NO. CHECKED

1

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Bristol Pegasus XXX	407161/P36767 Totally			-	17	137	114

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 | S | RAF | M | N

PURPOSE OF FLIGHT:

T.A.G. Training

NATURE OF ACCIDENT: Pilot was flying at 3500' at cruising boost (-3lbs) and revs. On turning back to base he did some steep turns for practice, advanced throttle, not to full open. Boost not observed. During one turn engine began to run rough and vibrate violently. Pilot stopped turn and throttled back. Grey smoke came from port side of engine. Oil temp. was 100° C. Pilot tried to reach Greenwood, impossible so attempted forced landing. No power available. Pilot overshot field selected and damaged a/c badly.

CLASSIFICATION:

17. Forced Landing

SECONDARY OR CONTRIBUTORY FACTORS:

26. Engine Trouble - Accident.

TECHNICAL OFFICER'S REPORT:

No. 5 Cylinder studs sheared and cylinder $\frac{3}{8}$" - $\frac{1}{2}$" away from crankcase.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

FM/AOP/PSO/ES/MP/D1

ACTION TAKEN:

Nil.

R. C. A. F. L 20 (REVISED)
2M-5-44 (4636) K. P. 8689
H. Q. 885-L 20

C. C. LTD. 20157-44