

ACCIDENT CLASSIFICATION

UNIT	No. 1 N.A.G. Yarmouth, N.S.	COM.	E	PLACE	4 miles South of Lawrencetown, N.S.	DATE	16-10-44	TIME	1400 "Z"
A/C TYPE	FAIREY SWORDFISH IV			NO.	HS487	H.Q. FILE	1300-HS487		
				CRASH CAT.	"A"	S.E.	M.E.	DAY	NIGHT
						X		X	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
JOSS, R.A.	P/O	J46452	P	Uninj.	NO.	DATE
SINYARD, L.A.	FX	A/LA 110250	A.G.	Uninj.	T738	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	407161/P36767	Totally					
XXX				-	17	137	114

TYPE OF A/C	TYPE OF UNIT	CATEGORY	ACCIDENT CLASSIFICATION																											COMMAND	MONTH	STAGE OF FLIGHT
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27			

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATIONARY
FATAL
INJURY
3rd
5

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 overshoot 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/DI

ACTION TAKEN:

Nil.