

32	JU.	31	TECH.	30	DISOB.	29	NEG NCE	28	INEXP NCE	27	MISCEL.	26	INSTRUCT.	25	FLT CONTR.	24	OTHERS	23	PRIMARY	22	FL. CONTS.	21	MOV. SURFS.	20	STAB SURFS.	19	W. STRUTS	18	LAND GEAR	17	FLOATS	16	FUSE OR HULL	15	TAIL SKID OR W.	14	ENGINE MOUNT.	13	MISCEL.	12	UNDTD	11	PRIMARY	10	FUEL SYS.	9	COOL SYS.	8	IGNIT. SYS.	7	LUB'N SYS.	6	ENG. STR.	5	AIRCREW A.	4	ENG. CONTS.	3	MISCEL.	2	UNDTD	1	PRIMARY
19		18		17		16		15		14		13		12		11		10		9		8		7		6		5		4		3		2		1																											
1	TYPE OF A/C	PILOT OTHERS		AIRFRAME FAILURE										ENGINE FAILURE										CAUSES OF ACCIDENTS																																							
2	UNIT	2 S.F.T.S.		COM.		PLACE										DATE		15-10-41		TIME		15:30																																									
3	Uplands, Ontario.	3		R.C.A.F. Station, Uplands										H.Q. FILE		1700-2556																																															
4	A/C TYPE	Harvard		No.		2556		CRASH CAT.		N.A.		SE		x		ME		DAY		NIGHT		x																																									
5	NAME	RANK		No.		DUTY		INJURIES				SERIOUS																																																			
6	Pentland, R.T.	Sgt		R60336		FI		Uninjured.				FATAL		INJURY																																																	
7	Norman, H.J.	LAC.		412723		P.P.		Uninjured.				1																																																			
8												CARD SERIAL NO.																																																			
9	Wilmot, C.E.	S/L		C741		F.I.		Killed				(Struck by aircrew)																																																			
10	TYPE A/F & ENGINE	No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																																																			
11	Harvard	2556		N.A.								INST.		NIGHT		ON TYPE		TOTAL		LAST 6 MOS																																											
12												24		12		8		140		103		238																																									
13	Wasp S3H1	1259/7220 N11																																																													
14	SIGNAL No. & DATE	UNIT No. & DATE				COM. No. & DATE				REPORT		FILE		DATE																																																	
15	A 613	15-10-41																																																													
16	NATURE OF ACCIDENT																																																														
17	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	28	29	30	31	32																															
18																																																															
19																																																															

MISCELLANEOUS  
 CAUSES  
 FLIGHT  
 STAGE OF  
 TAKE-OFF  
 LANDING  
 TAXING  
 PRIMARY  
 UNDTD  
 OTHER  
 ALG SURF.  
 DRINKS.  
 WEATHER  
 INSTS.  
 HAND. Q.  
 PRIMARY  
 UNDTD

DUTY ON WHICH ENGAGED:

Flying training.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Court of Inquiry.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: October 15th, 1941.

S/L Wilmot, in walking from a flight office to awaiting aircraft was struck and instantly killed by airscrew of Harvard 2556.

COMPOSITION:

President

S/L

Martin, A.N.

Member

F/L

Prindiville, R.B.

Member

F/O

Russell, H.J.

RECOMMENDATIONS:

PRIMARY CAUSE: THAT SQN. LDR. WILMOT WAS PROCEEDING ACROSS THE AIRCRAFT TAXI STRIP WITHOUT REGARD TO AIRCRAFT TRAFFIC, PERHAPS WITH HIS THOUGHTS ON OTHER MATTERS OR THAT THE STRONG GUSTY WIND WAS NOISY AND THAT AIRCRAFT ENGINES WERE BEING RUN UP IN THE IMMEDIATE VICINITY AND THAT DUE TO THESE FACTS SQN. LDR. WILMOT WAS UNABLE TO HEAR THE AIRCRAFT APPROACHING.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

THERE IS A POSSIBILITY THAT SQN. LDR. WILMOT MAY HAVE HAD SOME DUST IN HIS EYES. THE COURT CONSIDERS THAT NO BLAME CAN BE ATTACHED TO THE OCCUPANTS OF THE AIRCRAFT. THE AIRCRAFT STOPPED QUICKLY AND IT IS THOUGHT THAT THE MOVEMENT OF THE AIRCRAFT AROUND THE CORNER AND THE MOVEMENT OF SQN. LDR. WILMOT COINCIDED SO AS TO KEEP HIM IN THE AIRCRAFT'S BLIND SPOT UNTIL HE WAS STRUCK.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

NIL

NIL

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_