

ACCIDENT CLASSIFICATION

UNIT 39 S.F.T.S. Swift Current	COM. 4	PLACE M.A.	DATE 11-1-44	TIME 1115
A/C TYPE OXFORD II		NO. AS680	H.Q. FILE 1300-AS680	
		CRASH CAT. Nil Prop	S.E.	M.E.
			x	x
			DAY	NIGHT
			x	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
BRADLEY, C.A.	LAC	1583793	PP	Uninj.	NO.	DATE
CAPPS, J.G.	CPL	1255991	FITT	Broken Arm		
					D 14 (REVISED)	
					NO.	CHECKED
					#23	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Cheetah X	178452						

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAXIING

LANDING

TAKE-OFF

FLIGHT

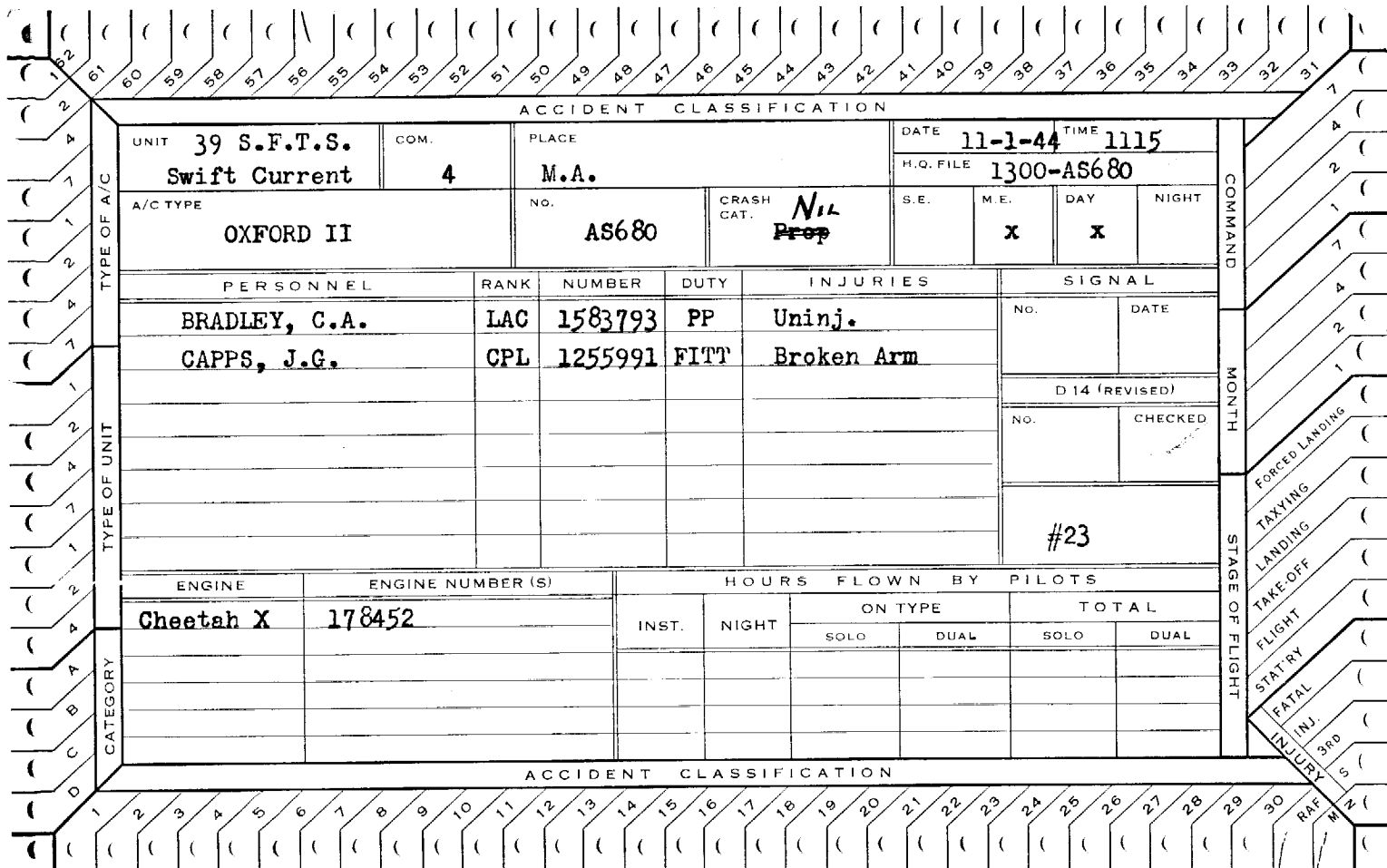
STATRY

FATAL

INJ.

3rd

M 5



PURPOSE OF FLIGHT:

Starting a/c for flight.

TECHNICAL OFFICER'S REPORT:

Nil

NATURE OF ACCIDENT:

Through misinterpretation of signals between pilot and groundcrew engine fired and prop hit Cpl. Capps on arm. breaking same.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2241

CAUSE:

That orders issued on starting of Oxford a/c were not strictly adhered to.

RECOMMENDATIONS

Supervised drill for all personnel in starting of a/c.

C.O. REMARKS: The C.O. in lengthy remarks attached to the proceedings expressed the opinion that both Cpl. Capps and LAC Bradley were blame worthy: Cpl Capps in not getting a visual signal that switches were off and LAC Bradley in not taking full charge of starting procedure.

CLASSIFICATION:

56. Propellor swinging.

CONCLUSIONS OF A.I.B. Agree with findings.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN: