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CASPIR Aircraft Accident Cards

Serial: AS680

Title: Airspeed Oxford Mk. I serial:AS680 Accident Card

Author: Royal Air Force (RAF)

Subject: This accident involved 1 aircraft on 1944-January-11. Oxford II s/n AS680. This accident involved 2 people. Bradley CA, Capps JG

Keywords: RAFOxford II,AS680,39 SFTS,39 Service Flying Training School,Aerodrome,1944-January-11,Bradley,CappsRCAF L20

Created: 1944-01-11

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001215#AS680

ACCIDENT CLASSIFICATION

UNIT	COM.	PLACE	DATE	TIME
39 S.F.T.S. Swift Current	4	M.A.	11-1-44	1115

H.Q. FILE 1300-AS680

A/C TYPE	NO.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT
OXFORD II	AS680	Nil ~~Prop~~		x	x	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
BRADLEY, C.A.	LAC	1583793	PP	Uninj.
CAPPS, J.G.	CPL	1255991	FITT	Broken Arm

SIGNAL

No.	DATE

D 14 (REVISED)

No.	CHECKED

#23

ENGINE	ENGINE NUMBER (S)
Cheetah X	178452

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE		TOTAL	
		SOLO	DUAL	SOLO	DUAL

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
N

ACCIDENT CLASSIFICATION

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 precedure.

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

ACTION TAKEN:

CLASSIFICATION:

56. Propellor swinging.

SECONDARY OR CONTRIBUTORY FACTORS:

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

C. C. LTD. 7084-43