

61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31

ACCIDENT CLASSIFICATION

UNIT	1 N.A.G.S.	COM.	E	PLACE	Yarmouth	DATE	2-5-44	TIME	0845
A/C TYPE	SWORDFISH			No.	HS261	H.Q. FILE	1300-HS261		
				CRASH CAT.	"D"	S.E.	x	M.E.	
						DAY	x	NIGHT	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
MCLAURIN, J.L.	F/O	J24514	P	Uninj.	No.	DATE
HILL, J.	NA	105615	OC	Uninj.	T999	2-5
<u>NON-OCCUPANT</u> Dwyer, T.L.					D 14 (REVISED)	
					No.	CHECKED
					3	<input checked="" type="checkbox"/>
					#1	

~~N A F A~~

ENGINE	ENGINE NUMBER(S)	HOURS FLOWN BY PILOTS						
Pegasus XXX	338744/P36434	slight	ON TYPE				TOTAL	
			INST.	NIGHT	SOLO	DUAL	SOLO	DUAL
			-	-	277	-	430	92

ACCIDENT CLASSIFICATION

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 RAF M 4

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

7
4
2
1
7
4
2
1
FORCED LANDING
TAXYING
LANDING
TAKEOFF
FLIGHT
STATRY
FATAL
INJURY
3RD
5

PURPOSE OF FLIGHT:

T.A.G. training.

TECHNICAL OFFICER'S REPORT:

NIL

700/100

NATURE OF ACCIDENT:

A/C was being taxied up the middle of tarmac when ALA Dwyer came in contact with the propellor and was decapitated.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2364

CAUSE: A/LA Dwyer passed into a blind spot of the pilot while latter was looking out of the port side Dwyer having crossed from Pilot's stbd side and that while in this position Dwyer, who was walking with his back to the a/c was overtaken and struck by a/c prop.

Recommendations: That all air gunners carry their helmets to and from a/c and not wear them. Wearing of wireless helmet and running up of nearby a/c were contributing causes of this accident.

CONCLUSIONS OF A.I.B.

This accident must be attributed to lack of care on part of deceased air gunner, Note: The I.C. found that a/c was being taxied in a normal manner and that no blame for the accident rested on pilot.

CLASSIFICATION:

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN: