

ACCIDENT CLASSIFICATION

UNIT 10 B. & G. S.  
Mt. Pleasant, PET

COM. 1.

PLACE M.A.,

DATE 16-2-45 TIME 1125

H.Q. FILE 1700-10124

A/C TYPE

BOLINGBROKE IVTT

No.

10124.

CRASH CAT.

S.E.

M.E.

DAY

NIGHT

X

X

COMMAND

PERSONNEL

RANK

NUMBER

DUTY

INJURIES

SIGNAL

LOVELL, J.C.,

F/Sgt. R209213

P.

Uninj.

No.

DATE

WORTH, G.E.,

Cpl. R256713

D.O.

Uninj.

AC 221

16-2

BUTTSWORTH, J.L., AUS.

LAC 439948

Killed

D 14 (REVISED)

No.

CHECKED

MONTH

FORCED LANDING

TAXYING

LANDING

TAKE-OFF

FLIGHT

STATBY

FATAL

INJ.

3RD

5

STAGE OF FLIGHT

6

NATA

ENGINE

ENGINE NUMBER (S)

HOURS FLOWN BY PILOTS

Bristol  
Mercury  
Star RCAF

P2575/4667  
S2830/56631

INST.

NIGHT

ON TYPE

TOTAL

DUAL

SOLO

DUAL

SOLO

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY

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 31

PURPOSE OF FLIGHT:

Target Towing.

NATURE OF ACCIDENT:

Airman walked into revolving propellor of taxiing aircraft.

CLASSIFICATION:

16. Others.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CIRCUMSTANCES: Airman walked across taxi strip into pilots "blind spot" and was struck by prop.

CAUSE: Failure of airman to look down taxi strip.

RECOMMENDATIONS: General Order be issued to all personnel to "Stop-Look and Listen" prior to crossing a potential danger area.

CONCLUSIONS OF A?I.B:

Several of the witnesses were quite satisfied that the airman was wearing a helmet altho the doctor has generally decided that he was not, based on the lack of damage to the cap. It appears that the deceased had little or no chance of hearing the a/c approaching him due to the noise of engine running up in the vicinity.

ACTION TAKEN: