

## CASPIR Aircraft Accident Cards

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**Serial:** 8264

**Title:** Avro Anson Mk. II serial:8264 Accident Card

**Author:** Royal Canadian Air Force (RCAF)

**Subject:** This accident involved 1 aircraft on 1942-August-11. Anson s/n 8264. This accident involved 4 people. Pearson, Shelley DD, Taylor RC, Trevvett S

**Keywords:** RCAFAnson ,8264,8 BGS,8 Bomb & Gunnery School,Aerodrome,1942-August-11,Pearson,Shelley,Taylor,TrevvettRCAF L20

**Created:** 1942-08-11

**Link:** <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#8264>

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DUTY ON WHICH ENGAGED:

AIR BOMBING EXERCISE.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER'S REPORT

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

SGT. PILOT SHELLEY STARTED BOTH ENGINES WITH LAC. PEARSON LOOKING AFTER THE CHOCKS. PILOT WAVED CHOCKS AWAY AND LAC. PEARSON REMOVED THE PORT CHOCKS. PILOT LET OFF PARKING BRAKES AND OPENED ENGINES SLOWLY, A/C STARTED FORWARD AND SWUNG TO STBD. PEARSON RAN AROUND TO THE STBD SIDE TO PULL STBD CHOCK AND FINDING IT JAMMED UNDER THE WHEEL HE WENT UNDER THE ENGINE TO TRY AND REMOVE IT, THIS HE ACCOMPLISHED BUT IN HURRYING OUT OF THE WAY AND MISJUDGING THE POSITION OF THE A/C HE WAS STRUCK BY THE STBD PROPELLOR AND SLIGHTLY INJURED. NO DAMAGE TO THE A/C.

PRIMARY CAUSE

~~FATIGUE OF PILOT AND LINE MAN TO USE AND UNDERSTAND THE PROPER SIGNALS.~~

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

LAC. PEARSON WAS STRUCK BY PROPELLOR.

DATE: 12-8-42.

COMPOSITION:

F/L HALE P.M. No. 8 B & G SCHOOL, LETHBRIDGE, ALTA.

RECOMMENDATIONS:

THAT PILOTS AND LINE CREW ARE TO USE SIGNALS FOR MOVING A/C FROM THE STARTING LINE AS LAID DOWN IN A.P. 129. THAT THERE BE A MAN ON EACH WING TIP TO PULL CHOCKS WHEN A/C IS READY TO MOVE.

OBSERVATIONS BY A.O.C.

IT IS CONSIDERED THAT THE PILOT CONCERNED, SGT. SHELLEY, D.D. WAS CHIEFLY TO BLAME FOR THIS ACCIDENT. HE SHOWED CARELESSNESS IN THAT HE DID NOT ENSURE THAT CHOCKS WERE AWAY BEFORE HE OPENED UP THE ENGINES. THERE IS NO EVIDENCE TO SHOW THAT THE INJURED AIRMAN GAVE HIM THE ALL ACTION TAKEN: CLEAR SIGNAL.

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

PILOT'S LOG BOOK ENDORSED.

CONCLUSIONS OF A.I.B.

AGREE WITH THE FINDINGS AND THE REMARKS OF THE A.O.C.

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

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