

**Aircraft Type and Registration:** Messerschmitt BF109G-2, G-USTV

**No & Type of Engines:** 1 Daimler-Benz DB 605A piston engine

**Year of Manufacture:** 1942

**Date & Time (UTC):** 13 May 1995 at 1409 hrs

**Location:** Duxford Airfield, Cambridgeshire

**Type of Flight:** Aerial Work - display flight

**Persons on Board:** Crew - 1 Passengers - None

**Injuries:** Ground crewman seriously injured

**Nature of Damage:** None

**Commander's Licence:** Basic Commercial Pilot's Licence

**Commander's Age:** 39 years

**Commander's Flying Experience:** 4,791 hours (of which 32 were on type)  
Last 90 days - 80 hours  
Last 28 days - 17 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The engine has an inertia starter which is rotated by a handle on the right side of the nose of the aircraft. This procedure involves two ground crewmen; one stands on the right wing root near the leading edge and the other stands on the right mainwheel. When the initial action has been completed, the crewman on the wheel leaves the immediate area; when the crewman on the wing has removed the starter handle, the pilot operates the 'ignition retarder' with his right hand and the starter clutch engage handle with his left hand. The crewman would normally remain on the wing until the engine had started. He would then move aft along the wing root and jump the short distance to the ground.

On this occasion the throttle lever had been set about 1/2 inch too far open and when the engine started the RPM rose rapidly to 2,000, about twice the normal value. The crewman moved aft but the higher than normal slipstream caused him to lose his balance; as he jumped from the wing he slipped and fractured the lower part of his left leg. The emergency services were soon on the scene and the injured crewman was taken to the local hospital. The aircraft continued with its planned flight.

As a consequence of this accident the procedure has been changed and pilots have been instructed not to activate the starter until the crewman on the wing has jumped to the ground and both crewmen have left the immediate area.