

DUTY ON WHICH ENGAGED: Swinging airscrew	COURT OF INQUIRY, INVESTIGATING OFFICER
-winging an octor	OR COMMANDING OFFICER'S REPORT:
NATURE OF ACCIDENT AND CLASS OF THOUT	Investigating Officer's Report.
NATURE OF ACCIDENT AND STAGE OF FLIGHT:	DATE: 8-2-42
Finger fractured, struck by	COMPOSITION:
AITSCIEW. THE INSTRUCTOR WHO HAD EXPECTED THE PUPIL TO BE IN CHARGE OF STARTING THE ENGINE PUT	F.LT. DAVID JAMES ROSE 33 E.F.T.S. CARON, SASK.
THE SWITCHES IN THE FRONT COCKPIT "ON" SO	
THAT THE PUPIL WOULD BE ENABLED TO START THE	RECOMMENDATIONS:
ENGINE FROM THE BACK SEAT BY HIMSELF. THE ENGINE STARTED WHEN THE INSTRUCTOR PUT ON HIS	(1) CLOSER CO-OPERATION BETWEEN PILOT AND INSTRUCTOR 1, E., 1F
SWITCHES, THE AIRSCREW STRIKING AND SLIGHTLY	INSTRUCTOR REQUIRES THE PUPIL TO CARRY OUT THE STARTING OPERATIONS,
PRIMARY CAUSE:	(2) CO-OPERATION BETWEEN GROUND CREWS, 1,6, EACH MAN TO BE SURE
Faulty airscrew drill.	THE SWITCHES ARE CORRECT BEFORE ANOTHER HANDLES THE AIRSCREW.
All Prop	(3) ENFORCEMENT OF (XI) ABOVE."
24. Mays	
/ / 0.1	ACTION TAKEN:
1241	CARLESTON OF A B TECHNICAL (C) OTHER CARLESTON OF A B TECHNICAL (C) OTHER CARELESSNESS BY A.C. I SMITH IN SWINGING ATRICES WHEN STARTING ENGINE
4	PREPARATORY TO GIGHT IN THAT HE
	(1) DID NOT WAIT FOR CONFIRMATION OF "SWITCHES OFF" FROM EITHER
	INSTRUCTOR OR PUPIL BEFORE "SUCKING IN" (2) USED UNSAFE METHODS IN SWINGING AIRSCREW.
	WHILE THE AIR FRAME MECHANIC WAS CHIEFLY TO BLAME FOR THIS ACCIDENT THE SOME BLAME TO BE PLACED AGAINST THE INSTRUCTOR WHO SHOULD HAVE LEF
SECONDARY CAUSE OR CONTRIBUTING FACTORS:	NO DOUBT IN THE PUPIL'S MIND AS TO WHO WAS IN CHARGE IN STARTING UP 1
CONTACT WITH SWINGING AIRSCREW.	THAT THE DIDLE SHITCHES WERE SHITCHES ON WITHOUT ASCERTAINING
	DATE
	CHECKED BY DATE