



DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Starting the engine prior to take-off.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 24-27/10/42. INVESTIGATING OFFICER'S REPORT

Both airmen were starting the engine, LAC. Beairsto called to LAC Skyrrie "gas on switches off" LAC Skyrrie heard the order and states that before he had a chance to check the switches and shout back to LAC.

COMPOSITION:

S/L Anderson, M.W. No. 31 B & G School, Picton, Ont.

Beairsto the engine started and the propellor hit LAC. Beairsto.

RECOMMENDATIONS:

No recommendations considered necessary but a safety belt might be introduced.

PRIMARY CAUSE:

Slipping while cranking engine and being hit on head by rotating propellor.

Recommendation for introduction of safety belt not considered feasible by A.O.C.

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B.-- Carelessness on the part of LAC. Beairsto in that he failed to wait for confirmation of signal when starting the engine. On cranking the engine LAC. Beairsto probably slipped on the wet surface and fell into the path of the revolving propellor when engine started due to the switch being on. The person who put the switch on is not disclosed in the evidence. NOTE Agree with the remarks of the

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Propellor struck LAC. Beairsto on the head.

A.O.C. in the matter of a safety belt.

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