



DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Starting a/c in preparation for dual flight.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 8 FEB./43

D-14

COMPOSITION: F/O. W.E. ROSCHER, INVESTIGATING OFFICER

Whilst starting procedure was being carried out the engine failed to fire, it was being blown out when it fired, due to the switches having been left on while mechanic was blowing out. The flight starter was struck by the airscrew.

RECOMMENDATIONS: (1) PILOTS & U/T PILOTS SHOULD MORE STRICTLY OBSERVE STARTING UP PROCEDURE LAID DOWN IN A.P. 129. (2) CANOPY TOPS SHOULD BE LEFT OPEN AT LEAST 3 INCHES WHILE STARTING UP T/MOTH A/C. (3) PROP SWINGERS SHOULD BE MORE CAREFUL AND TRAINING OF STARTING PERSONNEL BE MORE THOROUGH AND THEIR SUPERVISION MORE EXACT.

PRIMARY CAUSE:

56. Propeller swinging.

ACTION TAKEN:

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

Pilot reproved and log book endorsed.

CONCLUSIONS OF ALB

AGREE WITH FINDINGS BUT CONSIDER CHIEF ENGR USED VERY POOR JUDGMENT IN ALLOWING A/C TO CONTINUE ITS FLIGHT AFTER STRIKING THE MECHANIC W/O FIRST EXAMINING THE PROP FOR DAMAGE. (FLIGHT ORDER NO. 15

17. Disobedience of standing orders.

"AIRSCREW SWING DRILL" OF THE ORDERS IN FORCE AT UNIT WAS NOT

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Error on part of pilot in not assuring that the switches were left off whilst airscrew was being swung.

COMPLIED WITH.

RECORDED BY

DATE

CHECKED BY

DATE