

CATEGORY		TYPE OF ENGINE		TYPE OF A/C		CAUSES OF ACCIDENTS		STAGE OF FLIGHT		MISCELLANEOUS CAUSES	
UNIT <b>C.F.S.</b>		COM. <b>1</b>		PLACE <b>Trenton aerodrome</b>		DATE <b>13-2-43</b> TIME <b>1000</b>		H.Q. FILE <b>1100-10-508</b>		HAND Q.	
A/C TYPE <b>Cornell</b>		No. <b>10508</b>		CRASH CAT. <b>N.A.</b>		SE <b>X</b> ME <b>X</b>		DAY <b>X</b> NIGHT		INSTS.	
NAME		RANK		No.		DUTY		INJURIES		SERIOUS	
<b>Roberts</b>		<b>Lac.</b>		<b>R88886</b>		<b>GC</b>		<b>Nil.</b>		FATAL	
<b>Bolt</b>		<b>Lac.</b>		<b>R68027</b>		<b>GC</b>		<b>Broken hand.</b>		INJURY	
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE	
<b>Cornell 10508 Nil.</b>											
<b>Ranger 27282/4217 Nil.</b>											
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE	
NATURE OF ACCIDENT											

**NAFA**

**V**

JU. 61  
TECH. 60  
DISOB. 59  
NEG'NCE 58  
INEXP'NCE 57  
MISCEL. 56  
INSTRUCT. 55  
FLT. CONTR. 54  
OTHERS 53  
PRIMARY 52  
FL. CONTRS. 51  
MOV. SURFS. 50  
STAB. SURFS. 49  
W. STRUTS 48  
LAND. GEAR 47  
FLOATS 46  
FUSE OR HULL 45  
TAIL SKID OR W. 44  
ENGINE MOUNTS 43  
MISCEL. 42  
UND'TD 41  
PRIMARY 40  
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IGNIT. SYS. 37  
LUB'N SYS. 36  
ENG. STR. 35  
AIRSCREW A. 34  
ENG. CONTRS. 33  
MISCEL. 32  
UND'TD 31

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INJ. 3RD. 6  
INJ. 4  
FATAL 5  
STATRY 4  
FLIGHT 5  
TAKE-OFF 6  
LANDING 7  
TAXING 8  
PRIMARY 9  
UND'TD 10  
OTHER 11  
ALG SURF. 12  
DRANS. 13  
WEATHER 14  
INSTS. 15  
HAND Q. 16  
MISCELLANEOUS CAUSES 17  
UND'TD 18  
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DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

D-14

COMPOSITION:

A/C detailed to operate switches starting an A/C mistook light switches for ignition switches and advised airman swinging propellor that switches were off. They were not off and as a result airman swung propellor on contact and received a broken hand when engine started.

RECOMMENDATIONS:

~~56. Propellor swinging.~~

24. Prop.

24

ACTION TAKEN:

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

N.C.O. and both airmen concerned have been given thorough "dressing down" for inefficiency and carelessness, also their apparent attempt to cover up the accident by failing to report it.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Negligence on part of Lac. Roberts.~~

~~Carelessness on part of Lac. Bolt.~~

~~Insufficient supervision by N.C.O.'s of engine starting drill.~~

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_