

ACCIDENT CLASSIFICATION

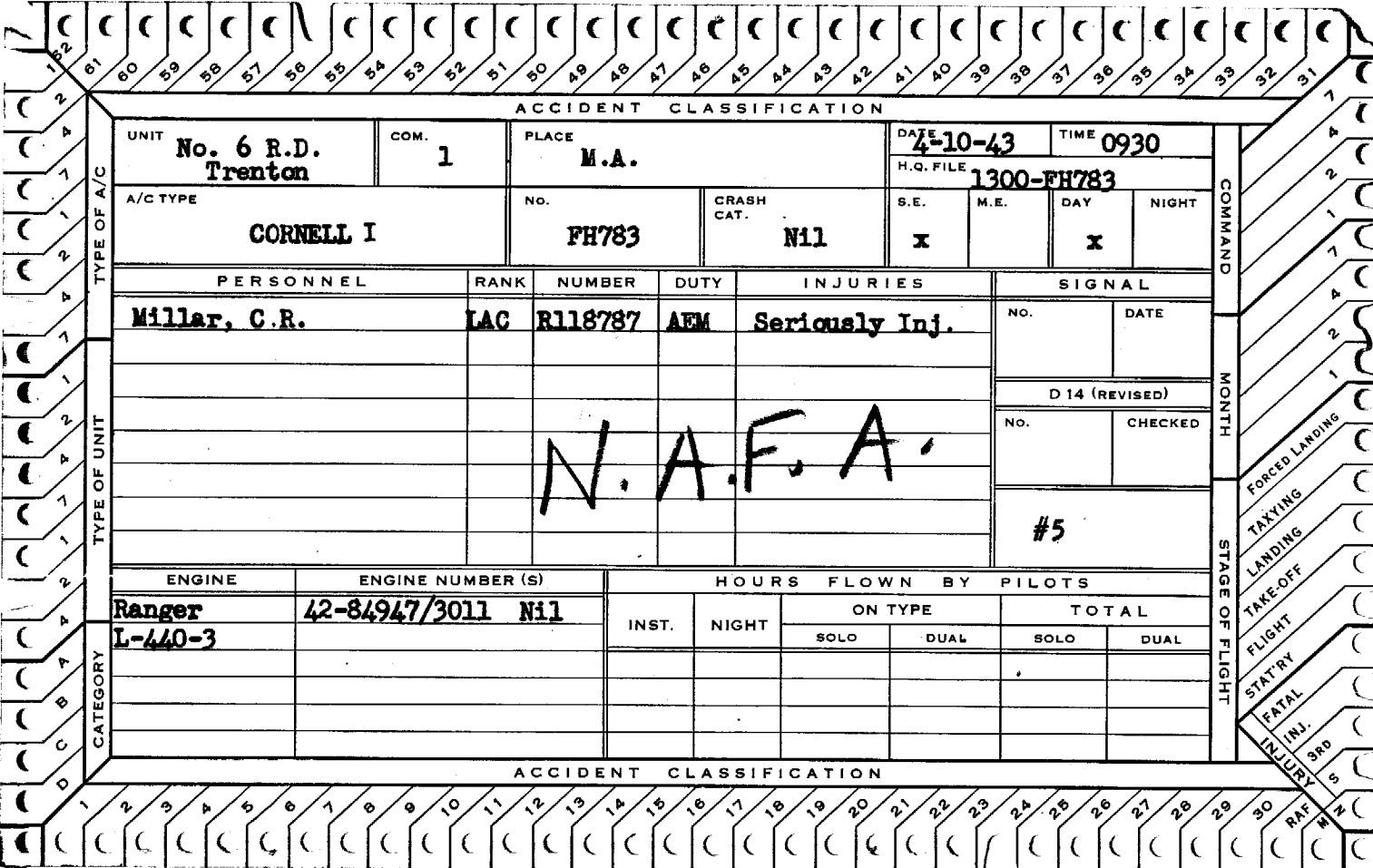
UNIT <b>No. 6 R.D. Trenton</b>	COM. <b>1</b>	PLACE <b>M.A.</b>	DATE <b>4-10-43</b>	TIME <b>0930</b>
A/C TYPE <b>CORNELL I</b>		NO. <b>FH783</b>	CRASH CAT. <b>N11</b>	H.Q. FILE <b>1300-FH783</b>
		S.E. <b>X</b>	M.E.	DAY <b>X</b>
				NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
<b>Miller, C.R.</b>	<b>LAC</b>	<b>R118787</b>	<b>AEM</b>	<b>Seriously Inj.</b>	NO.	DATE
					D 14 (REVISED)	
					NO.	CHECKED
<b>N.A.F.A.</b>					<b>#5</b>	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
<b>Ranger L-440-3</b>	<b>42-84947/3011 N11</b>						

ACCIDENT CLASSIFICATION

COMMAND  
MONTH  
STAGE OF FLIGHT  
FORCED LANDING  
TAXIING  
LANDING  
TAKE-OFF  
FLIGHT  
STRATRY  
FATAL  
INJ.  
INJURY



PURPOSE OF FLIGHT:

Daily Inspection

NATURE OF ACCIDENT:

Started pulling the propellor through. Pulled it through three or four times and then it caught and propeller hit him on the back. Checked front cockpit to see if Master switch was off but did not look at position of magneto switches.

CLASSIFICATION:

56. Propellor swinging

SECONDARY OR CONTRIBUTORY FACTORS:

24. Carelessness

TECHNICAL OFFICER'S REPORT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2125

Cause

1. Rotating the propellor with the magneto switch in the full "On" position.
2. Using incorrect propellor swinging technique.

Recommendations

The Court recommended that the importance of assuring that the ignition switches of a/c are left off be emphasized by displaying large warning posters on flight room walls. Out of bound ruling concerning a/c to be rigidly enforced.

Note: Servicing crews not complying with regulations in making daily inspections at this unit and so advise.

ACTION TAKEN:

Air Force Maintenance Instructions covering D.I.'s and handling of props on these A/C to be issued in near future.