

DUTY ON WHICH ENGAGED:

Starting aircraft engine

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Engine started with switches on due to broken ground wire and airscrew struck airman's arm

DATE: 9-8-42

Investigating Officer's Report

COMPOSITION:

F.L. Champoux, L. Flying Squadron, St. Hubert,
P.Q.

RECOMMENDATIONS:

That special care be exercised when the grounding wire is connected to the magneto originally and that frequency of periodic inspection of this connection be increased from every 180-hours to every 30-hour inspection.

PRIMARY CAUSE:

Failure of LAC. Hallyburton to inspect the magnetos switch ground wires causing the magneto to be alive and thus starting the engine on swinging of the airscrew.

ACTION TAKEN:

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

Customary orders given.
Conclusions of A.I.P.B.

Propellor swinging accident caused by faulty connection of port magneto ground wire terminal causing a incomplete ground when the switch was in an "off" position. LAC Hallyburton was extremely careless in his method of "sucking-in" by not regarding the propellor as "alive" at all times. LAC Hogarth failed in his duty, in that he did not make a thorough inspection of the switch wiring. Steps have been taken by No. 3 T.C. to prevent recurrence of this type of

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Airscrew struck airman's arm

accident.