

DUTY ON WHICH ENGAGED: AIR BOMBING EXERCISE. NATURE OF ACCIDENT AND STAGE OF FLIGHT: SGT. PILOT SHELLEY STARTED BOTH ENGINES WITH LAC. PEARSON LOOKING AFTER THE CHOCKS. PILOT WAVED CHOCKS. PILOT LAC. PEARSON ROOKING AFTER THE CHOCKS. PILOT OPEN CHOCKS. PILOT LET OFF PARKING BRAKES AND OPENED ENGINES SLOWLY, A/C STARTED FORWARD AND SWUNG TO STBD. PEARSON RAN AROUND TO THE STBD OPENED ENGINES SLOWLY, A/C STARTED FORWARD AND SWUNG TO STBD. PEARSON RAN AROUND TO THE STBD UNDER THE WHEEL HE WENT UNDER THE ENGINE TO TRY AND REMOVE IT, THIS HE ACCOMPLISHED BUT IN HURRYING OUT OF THE WAY AND MISUUDGING THE POS- MEXIMALYXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX))
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PRIMARY CAUSE PATHURE OF PILOT AND LINE MAN TO USE AND UNDERSTAND THE PROPER SIGNALS. A. Prop Chiefly to Brame for this accident. He showed carelessness in that did not ensure that chocks were away before he opened up the engine that the injured airman gave him the action taken: Clear signal. (A) Disciplinary (B) Technical (C) Other Pilot's Log Book endorsed. CONCLUSIONS OF A.I.B.	ر َ
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) SECONDARY CAUSE OR CONTRIBUTING FACTORS:	
LAC PEARSON WAS STRUCK BY PROPELLOR.	٠,
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