

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:

Starting aircraft, prior to flight.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 27-11-42.

COURT OF INQUIRY

AC2 Fraser was in the cockpit when attempts were made to swing the propeller by CPL Halewood. The engine would not start on the first try and during the process of sucking in the engine fired one or two revolutions, striking the CPL. AC2 Fraser claims ~~that the switches were off~~ at the time and the correct procedure of propeller swing drill had been carried out.

COMPOSITION:

F/O Cormack, G.W. (C3122) (G.L.) No. 3 Wireless, Winnipeg, Man.

RECOMMENDATIONS:

Nil.

OBSERVATIONS BY A.O.C.

Disciplinary action should be taken against AC2 Fraser whose carelessness caused this accident.

PRIMARY CAUSE

ACTION TAKEN:

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

~~Negligence on the part of AC2 Fraser, W.W. which is partly mitigated by inexperience.~~

CONCLUSIONS OF A.I.B.

Ground crew, who were qualified to start engine, were engaged in starting engine; Cpl. Halewood was swinging propeller by hand.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

On the evidence the cause must remain obscure, but probably due to **switches** being "on" at the time the mechanic was swinging the propeller.

Swinging propeller struck Cpl. Halewood.

RECORDED BY

DATE

CHECKED BY

DATE

24. Prop. 24