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TECH.	DISB.	NEG'NCE	INEXP'NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL. CONTRS.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND. GEAR	FLOATS	FUSE. OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UND'TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UND'TD	PRIMARY	HAND.O.	INSTS.	WEATHER	DRKNS.	AL'G SURF.	OTHER	UND'TD	PRIMARY	TAXING	LANDING	TAKE-OFF	FLIGHT	STATR'Y	FATAL	INJ.	3RD.	5A	5B	5C	5D	5E	5F	5G	5H	5I	5J	5K	5L	5M	5N	5O	5P	5Q	5R	5S	5T	5U	5V	5W	5X	5Y	5Z	6A	6B	6C	6D	6E	6F	6G	6H	6I	6J	6K	6L	6M	6N	6O	6P	6Q	6R	6S	6T	6U	6V	6W	6X	6Y	6Z	7A	7B	7C	7D	7E	7F	7G	7H	7I	7J	7K	7L	7M	7N	7O	7P	7Q	7R	7S	7T	7U	7V	7W	7X	7Y	7Z	8A	8B	8C	8D	8E	8F	8G	8H	8I	8J	8K	8L	8M	8N	8O	8P	8Q	8R	8S	8T	8U	8V	8W	8X	8Y	8Z	9A	9B	9C	9D	9E	9F	9G	9H	9I	9J	9K	9L	9M	9N	9O	9P	9Q	9R	9S	9T	9U	9V	9W	9X	9Y	9Z	10A	10B	10C	10D	10E	10F	10G	10H	10I	10J	10K	10L	10M	10N	10O	10P	10Q	10R	10S	10T	10U	10V	10W	10X	10Y	10Z	11A	11B	11C	11D	11E	11F	11G	11H	11I	11J	11K	11L	11M	11N	11O	11P	11Q	11R	11S	11T	11U	11V	11W	11X	11Y	11Z	12A	12B	12C	12D	12E	12F	12G	12H	12I	12J	12K	12L	12M	12N	12O	12P	12Q	12R	12S	12T	12U	12V	12W	12X	12Y	12Z	13A	13B	13C	13D	13E	13F	13G	13H	13I	13J	13K	13L	13M	13N	13O	13P	13Q	13R	13S	13T	13U	13V	13W	13X	13Y	13Z	14A	14B	14C	14D	14E	14F	14G	14H	14I	14J	14K	14L	14M	14N	14O	14P	14Q	14R	14S	14T	14U	14V	14W	14X	14Y	14Z	15A	15B	15C	15D	15E	15F	15G	15H	15I	15J	15K	15L	15M	15N	15O	15P	15Q	15R	15S	15T	15U	15V	15W	15X	15Y	15Z	16A	16B	16C	16D	16E	16F	16G	16H	16I	16J	16K	16L	16M	16N	16O	16P	16Q	16R	16S	16T	16U	16V	16W	16X	16Y	16Z	17A	17B	17C	17D	17E	17F	17G	17H	17I	17J	17K	17L	17M	17N	17O	17P	17Q	17R	17S	17T	17U	17V	17W	17X	17Y	17Z	18A	18B	18C	18D	18E	18F	18G	18H	18I	18J	18K	18L	18M	18N	18O	18P	18Q	18R	18S	18T	18U	18V	18W	18X	18Y	18Z	19A	19B	19C	19D	19E	19F	19G	19H	19I	19J	19K	19L	19M	19N	19O	19P	19Q	19R	19S	19T	19U	19V	19W	19X	19Y	19Z	20A	20B	20C	20D	20E	20F	20G	20H	20I	20J	20K	20L	20M	20N	20O	20P	20Q	20R	20S	20T	20U	20V	20W	20X	20Y	2																																																																																																																																																																																																																																									

DUTY ON WHICH ENGAGED:

Servicing a/c.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Airman was struck by port propeller while sucking in,

INVESTIGATING OFFICER'S REPORT

DATE: 12 Feb./43 P.O. L.J.A. Theobald, #2 SFTS
COMPOSITION:

RECOMMENDATIONS:

- (1) That a more positive lock connection should be made at the junction boxes.
- (2) That engines should be checked & stopped by switches after all inspections
- (3) That the inspection of low tensions connections should be made, at 40 hour inspection periods.

PRIMARY CAUSE:

~~56. Propellor swinging.~~
~~Due to fact there was defect in switch wiring on port engine the magnetoes were alive although the switches were in "off", and in doping a/c an explosive mixture in cylinders fired while LAC Miles was turning the propellor.~~

ACTION TAKEN:

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

Sgt. Fletcher was charged under A.F.A, Sect. 40, & reprimanded by C.O. of Unit.

CONCLUSIONS OF A.I.B.

Concur in findings. No evidence to state that LAC Miles qualified to assist in swinging prop.

(For further details see Summary #813)

RECORDED BY

DATE

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

27406 Sgt. Fletcher, F.T. to blame for accident in that he failed to place a/c unserviceable.

CHECKED BY

DATE