

UNITED STATES OF AMERICA  
**NATIONAL TRANSPORTATION SAFETY BOARD**  
 WASHINGTON, D.C.

ISSUED: October 26, 1973

Adopted by the NATIONAL TRANSPORTATION SAFETY BOARD  
 at its office in Washington, D. C.  
 on the 10th day of October 1973

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 FORWARDED TO: )  
   Honorable Alexander P. Butterfield )  
   Administrator )  
   Federal Aviation Administration )  
   Washington, D. C. 20591 )  
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SAFETY RECOMMENDATION A-73-104

The National Transportation Safety Board recently reviewed data on general aviation aircraft accidents involving the starting of engines by rotating the propeller by hand. For the 5-year period 1968 through 1972, the following data indicate the injuries and damaging consequences of this starting method:

	<u>1968</u>	<u>1969</u>	<u>1970</u>	<u>1971</u>	<u>1972</u>
Fatalities/Serious injury	1	2	7	7	8
Destruction/Damage to accident aircraft	21	16	23	22	18
Destruction/Damage to other aircraft	17	16	16	15	6
Destruction/Damage to property	2	2	4	5	8

A typical example is the case of a pilot of a Piper PA-28 who was killed while attempting to start the engine of his aircraft by rotating the propeller by hand. Despite the fact that an auxiliary starting unit was available at the airport, the pilot decided to set the parking brake without the use of wheel chocks and to open the throttle to a high-power setting. The parking brake failed to prevent forward movement of the aircraft when the engine started.

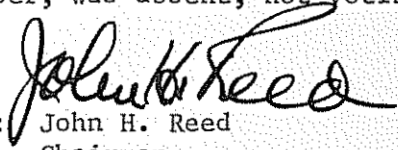
Honorable Alexander P. Butterfield - 2 -

This mishap is representative of the many accidents and incidents which evolve in approximately the same manner each year. The above data indicate that this type of accident is increasing. Considering such factors as poor judgment, inattention to safe procedures, and inexperience, the Board believes that this waste of human and material resources is preventable and that the need exists for aggressive preventive action.

Accordingly, the Safety Board recommends that the Federal Aviation Administration:

Ensure by such means as advisory circulars and appropriate posters, or any other effective means, dissemination within the general aviation community of information regarding the dangers involved in "propping" aircraft engines in order to afford pilots appropriate guidance in this regard.

REED, Chairman, McADAMS, THAYER, and HALEY, Members, concurred in the above recommendation. BURGESS, Member, was absent, not voting.

  
By: John H. Reed  
Chairman

THIS RECOMMENDATION WILL BE RELEASED TO THE PUBLIC ON THE ISSUE DATE SHOWN ABOVE. NO PUBLIC DISSEMINATION OF THE CONTENTS OF THIS DOCUMENT SHOULD BE MADE PRIOR TO THAT DATE.

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SAFETY BOARD  
DEPARTMENT OF TRANSPORTATION  
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