

CASPIR Aircraft Accident Cards

Serial: W1729

Title: Avro Anson Mk. I / IV serial:W1729 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 2 aircraft on 1942-March-11. They are: Anson I s/n N9938, Anson I s/n W1729. This accident involved 4 people. Giles HT, Grant FJ, McNulty E, Moore RM

Keywords: RAFAnson I,W1729, ,RAF
CHARLOTTETOWN,Aerodrome,1942-March-11,Giles,Grant,McNulty,MooreRCAF L20

Created: 1942-03-11

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#W1729>

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	
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2	1																														
1																															

TECH.	DISOB.	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.	UNDTD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTRS.	MISCEL.	UNDTD																														
PILOT	OTHERS	AIRFRAME FAILURE										ENGINE FAILURE																																															
CAUSES OF ACCIDENTS																																																											
UNIT RAF										COM. 3					PLACE M.A.					DATE 11-3-42					TIM 1435																																		
Charlottetown										3					M.A.					1300-N9938																																							
A/C TYPE Anson 1										No. N9938					CRASH CAT. W1729					SE					ME					DAY					NIGHT																								
NAME										RANK					No.					DUTY					INJURIES					SERIOUS																													
Giles H.T.										SGT. R60434					P.P					Uninjured.					FATAL					INJURY																													
McNulty E.										SGT. 657212					P.N.					(RAF)					"																																		
Grant F.J.										P/O 816310					PN					(RCAF)					"																																		
Moore R.M.										LAC. 847959					W.O.					(RAF)					"																																		
TYPE A/F & ENGINE										No.					EXTENT OF DAMAGE					REPORT FORM					SERIAL No.					DATE					HOURS FLOWN BY PILOTS																								
Anson 1										N9938					Seriously																				INST.					NIGHT					ON TYPE					TOTAL					LAST 6 MOS.				
Anson 1										W1729					Seriously					H11					34					18					39					212					87					257									
Cheetah										All5392 & All5591					N11																																												
Cheetah										All5633 & 133724					N11																																												
SIGNAL No. & DATE										UNIT No. & DATE					COM. No. & DATE					REPORT					FILE					DATE																													
A-949										11-3-42																																																	
NATURE OF ACCIDENT																																																											

TYPE OF A/C										TYPE OF ENGINE										CATEGORY									
MISCELLANEOUS										STAGE OF FLIGHT										CAUSES									
HAND Q.										INSTS.										WEATHER									
DRKNS.										ALG SURF.										OTHER									
UNDTD										PRIMARY										TAXIING									
LANDING										FLIGHT										TAKE-OFF									
STATRY										FATAL										INJ.									
3RD.										INJ.										3RD.									

DUTY ON WHICH ENGAGED:

Gunnery Exercise.

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

Nil
Report
11/17

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Taxiing downwind N9938 swung with heavy gust of wind. Nose rammmed nose of unoccupied W1729.

DATE: 17-3-42 R170 INVESTIGATING OFFICER'S REPORT

COMPOSITION:

F/O Mountjoy, L.J. R.A.F.S. Charlottetown, P.E. I.

RECOMMENDATIONS:

Strict obedience to orders and more care on the part of pilots. Stand by aircraftmen to aid in guiding A/C in windy weather."

PRIMARY CAUSE:

~~Pilot had insufficient control of A/C. on icy surface and gusty wind.~~

P. Collision

ACTION TAKEN:

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

CONCLUSIONS OF A. I. B.

ANSON 9938 TAXIING COLLIDED WITH PARKED AIRCRAFT ON TARMAC DUE TO; (1) DISOBEDIENCE OF ORDERS IN THAT PILOT DID NOT STOP ON APPROACH TO APRON AS ALL A/C WERE ORDERED TO DO BY LOCAL FLYING ORDER DATED 21/11 41. (2) CARELESSNESS, IN THAT SAID PILOT WHEN TAXIING IN A HIGH GUSTY WIND AND ON ICY TARMAC DID NOT DO SO IN A CAREFUL AND REASON- ABLE MANNER.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Skidded into nose of parked a/c. Water in brakes causing them to be erratic.~~

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____