

CASPIR Aircraft Accident Cards

Serial: 8276

Title: Avro Anson Mk. II serial:8276 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1942-November-05. Anson II s/n 8276. This accident involved 3 people. McCredie HG, Smith FF, Wilkinson FA

Keywords: RCAFAnson II,8276,5 SFTS,5 Service Flying Training School,Aerodrome,1942-November-05,McCredie,Smith,WilkinsonRCAF L20

Created: 1942-11-05

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#8276>

TYPE OF ACCIDENT		PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE					
CAUSES OF ACCIDENTS												HAND Q.			
UNIT		COM.		PLACE		DATE		TIME		H.Q. FILE		SERIAL			
5 S.F.T.S.		# 1		Main Aerodrome		5-11-42		1540		1160-82-76					
A/C TYPE		No.		CRASH CAT.		SE		ME		DAY		NIGHT			
Anson II		8276		C-4				X		X					
NAME			RANK	No.	DUTY	INJURIES			SERIOUS			FATAL		INJURY	
McGredie, H.G.			LAC	R135742	P	Nil									
Wilkinson, F.A.			LAC	R145589	OC	Nil									
Smith, F.F.			AC2	R166764	OC	Nil									
												CARD SERIAL No.			
TYPE A/F & ENGINE		No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS						LAST 6 MOS.		
Anson II		8276	Slight				INST.	NIGHT	ON TYPE	TOTAL	LAST 6 MOS.				
Jacobs		25543/25556	Nil												
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE					
A 122		4-11													
NATURE OF ACCIDENT														STAGE OF FLIGHT	

[Handwritten signature/initials]

MISCELLANEOUS CAUSES
 DRINKS.
 WEATHER.
 ALG SURF.
 OTHER
 UND/TD
 PRIMARY
 TAXING
 LANDING
 TAKE-OFF
 FLIGHT
 STAIRY
 FATAL
 INJ.
 3RD.

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Starting engine.

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

INVESTIGATING OFFICER'S REPORT.

Port oleo leg collapsed when port engine was started.

DATE: 5-6/11/42.

COMPOSITION:

F/O Dow, H.R. No. 5 S.F.T.S., Brantford, Ont.

TM / PCDEW / UCPS

RECOMMENDATIONS:

Incorporate a modification in the Anson 11 U/C warning devices to indicate the position of the U/C selector lever. Issue instructions to instructors to warn their students about the peculiarities and dangers of the mechanism and warning devices existing.

NOTE: RECOMMENDATIONS NOT CONCURRED IN BY A.O.C.
CONSIDERED TO BE "CARELESS COCKPIT CHECK"

ACTION TAKEN:

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

PRIMARY CAUSE:

~~Pilot's failure to carry out a cockpit check prior to starting the A/C.~~

8. U/C FAILURE

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SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Some unknown person tampered with the U/C selector lever when the engines were shut off.~~

35. U/C DEFECT. 35

RECORDED BY _____

DATE _____

CHECKED BY _____

DATE _____