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CASPIR Aircraft Accident Cards

Serial: AX507

Title: Avro Anson Mk. I serial:AX507 Accident Card

Author: Royal Air Force (RAF)

Subject: This accident involved 1 aircraft on 1943-January-05. Anson I s/n AX507. This accident involved 3 people. Smith J, Sweetapple WE, Tavener JH

Keywords: RAFAnson I,AX507,36 OTU,36 Operational Training Unit,Berwick Bombing Range,1943-January-05,Smith,Sweetapple,TavenerRCAF L20

Created: 1943-01-05

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#AX507

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

CAUSES OF ACCIDENTS

JUD. | TECH. | DISOB. | NEG'NCE | INEXP'NCE | MISCEL. | INSTRUCT. | FLT CONTR. | OTHERS | PRIMARY | FL. CONTS. | 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. CONTS. | MISCEL. | UND'TD | PRIMARY

TYPE OF A/C | TYPE OF ENGINE | CATEGORY

UNIT	COM.	PLACE	DATE	TIME
34 O.T.U. Greenwood, N.S.	R.A.F.	½ mile west of Berwick Bombing Range	[illegible]-1-43	1030 ADT

R.O. FILE 1500-AX507

A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT
Anson I	AX507	C 2		X		

NAME	RANK	No.	DUTY	INJURIES	SERIOUS: FATAL	SERIOUS: INJURY
Tavener, J.H. RAF	F/L	A0369	P	Nil		
C[illegible], J.	P/O		WO	Nil		
Sweetapple, W.E. RAF	Sgt	798683	WO	Nil		

CARD SERIAL No. 4

MISCELLANEOUS CAUSES: HAND'G. | INSTS. | WEATHER | DRKNS. | A/G SURF. | OTHER | UND'TD | PRIMARY | TAXYING | LANDING | TAKE-OFF | FLIGHT | STAT'RY

STAGE OF FLIGHT

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE
Anson I	AX507	Slight			
Cheetah IX A229101 & A13250				Very slightly	

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE: DUAL	ON TYPE: SOLO	TOTAL: DUAL	TOTAL: SOLO	LAST 6 MOS.

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
CX 142 6980 5-1					

NATURE OF ACCIDENT

FATAL | INJ. | 3RD. | INJURY

DUTY ON WHICH ENGAGED:

training exercise.

W/T training flight.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Both engines cut at 1500 feet. Aircraft landed with wheels down on nose in deep snow. P/O Smith states that he wound u/c down on pilot's orders after engines stopped.

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

DATE: 9 Jan./43

COMPOSITION: INVESTIGATING OFFICER S/L. R.T.Hunn, #31 O.T.U.

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

~~1. Engine failure in the air.~~

17. Forced Landing

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Possibility ignition switches knocked off.~~

~~17. Disobedience of orders.~~

26 Engine Trouble - Accident

CONCLUSIONS OF A.I.B.

(1) A/c force landed, wheels down, following complete engine failure at 1500 ft. (2) The evidence does not disclose cause of engine failure, but probably due to ~~XXXXXXXXXX~~ pilot inadvertently knocking off the ~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~ ignition switches when he was wrongfully left the controls (3) Pilot contravened Pilots Order #1 as laid down by his flight which reads: "Whilst engaged on flying duties, pilots are to ensure all members of crew remain seated in original seats in a/c. If essential to move to or from front, pilots are to watch ignition switches & to see they are not used as "strap Hangars" (4) Pilot allowed an unqualified pilot to handle controls. P/O. Smith was a W.O., and not even a pupil pilot.

RECORDED BY DATE

CHECKED BY DATE