

## CASPIR Aircraft Accident Cards

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**Serial:** FP836

**Title:** Avro Anson Mk. II serial:FP836 Accident Card

**Author:** Royal Canadian Air Force (RCAF)

**Subject:** This accident involved 1 aircraft on 1943-January-10. Anson II s/n FP836. This accident involved 2 people. Davis BT, Merrills JB

**Keywords:** RCAFAnson II,FP836,15 SFTS,15 Service Flying Training School,Aerodrome,1943-January-10,Davis,MerrillsRCAF L20

**Created:** 1943-01-10

**Link:** <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#FP836>

PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE					
CAUSES OF ACCIDENTS													
UNIT 15 S.F.T.S. Clareholm, Alta.		COM. # 4		PLACE Main Aerodrome				DATE 10-1-43		TIME 0215			
A/C TYPE Anson II		No. FP836		CRASH CAT. C 14		SE ME		DAY NIGHT		X X			
NAME		RANK	No.	DUTY	INJURIES			SERIOUS					
Merrills, J.B.		P/O	J20267	FI	Nil			FATAL		INJURY			
Davis, B.T.		AUS	LAC 421637	PP	Nil								
										CARD SERIAL NO. ✓			
TYPE A/F & ENGINE		No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS						
Anson II		FP836	Serious				INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.
Jacobs		25805/25798	NIL						DUAL SOLO		DUAL SOLO		
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE			
A 1		10-1											
NATURE OF ACCIDENT													

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

- 19 )
- 18 )
- 17 )
- 16 )
- 15 )
- 14 )
- 13 )
- 12 )
- 11 )
- 10 )
- 9 )
- 8 )
- 7 )
- 6 )
- 5 )
- 4 )
- 3 )
- 2 )
- 1 )

**D**

DUTY ON WHICH ENGAGED:

Night circuits.

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

D-14

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft overshot runway.

DATE:

COMPOSITION:

L0/PSO

RECOMMENDATIONS:

Covering of the drainage ditch in this portion of the field as outlined in our 12-31-1 dated 7th Sept. 1942, would have prevented this accident. Such action is, therefore, recommended.

PRIMARY CAUSE:

~~29. Overshooting runway.~~

1. Overshot

①

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER  
Log book endorsed.

Further instructions issued to all instructors, warning them of the dangers of prolonging an approach when it is obvious that the A/C will overshoot the runway.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Port engine did not respond immediately owing to the instructor opening the throttles too quickly. Error of judgment on part of instructor.~~

RECORDED BY \_\_\_\_\_

DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_