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CASPIR Aircraft Accident Cards

Serial: 6966

Title: Avro Anson Mk. I serial:6966 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1943-January-13. Anson s/n 6966. This accident involved 4 people. Hammond S, Kloske L, Ledoux JEM, Stephens LA

Keywords: RCAFAnson ,6966,8 AOS,8 Air Observer School,East Broughton,1943-January-13,Hammond,Kloske,Ledoux,StephensRCAF L20

Created: 1943-01-13

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#6966

JU. 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 | PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

CAUSES OF ACCIDENTS

UNIT 8 A.O.S. Ancienne Lorette	COM. #3	PLACE East Broughton	DATE 13-1-43 H.Q. FILE 1100-69-55	TIME 1530		
A/C TYPE Anson	No. 6966	CRASH CAT. D.1	SE	ME x	DAY	NIGHT x

TYPE OF ENGINE

NAME	RANK	No.	DUTY	INJURIES	SERIOUS FATAL	SERIOUS INJURY
Ledoux, J.E.L.	SGT	R117742	P	Nil		
Kloske, L. AUS	LAC	8298	NAV	Nil		
Hammond, S.	LAC	1334107	O	Nil		
Stephens, L.A.	SGT	R107771	WAG	Nil		

CARD SERIAL NO.

MISCELLANEOUS CAUSES

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE
Anson	6966	Slight			
Cheetah IX 10557 & 10376			Nil		

HOURS FLOWN BY PILOTS

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

STAGE OF FLIGHT: HAND Q. INSTS. WEATHER DRKNS. AL'G SURF. OTHER UND'TD PRIMARY TAXYING LANDING TAKE-OFF FLIGHT STAT'RY

INJURY: FATAL INJ. 3RD. S. N.

CATEGORY A B C

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
A 4 14-1					

NATURE OF ACCIDENT

DUTY ON WHICH ENGAGED:

Navigation exercise.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft forced landed. Pilot changed gas tanks from outers to inners; engines both cut out within three minutes.

PRIMARY CAUSE:

54. Engine failure in the air.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Partial air locks in system and pilot rechanging tanks after engines first cut out and neglecting to throttle back completely and allow fuel pumps to draw gas from full tanks.

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

D.14

DATE:

COMPOSITION:

RECOMMENDATIONS:

ACTION TAKEN:
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

NIL

RECORDED BY DATE

CHECKED BY DATE

R.C.A.F. FORM L20 REQ. 1247 10M—15-11-41