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CASPIR Aircraft Accident Cards

Serial: 6689

Title: Avro Anson Mk. I serial:6689 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1943-May-08. Anson I s/n 6689. This accident involved 4 people. Edwards REC, Hudson H, Marlowe LK, Campbell JF This accident had 1 fatality. Leading Aircraftman Lee Khaim Marlowe RCAF Killed in Flying Accident service no:R/145435 Anson 6689

Keywords: RCAFAnson I,6689,10 AOS,10 Air Observer School,Bathurst New Brunswick,1943-May-08,Campbell,Edwards,Hudson,MarloweRCAF L20

Created: 1943-05-08

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#6689

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

CAUSES OF ACCIDENTS

UNIT #10 A.O.S. Chatham	COM. #3 TC	PLACE vicinity of Bathurst, N.B.	DATE 8.5.43 T 0140
			H.Q. FILE 1700-6689

A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT
Anson I	6689	B		X		X

NAME	RANK	No.	DUTY	INJURIES	SERIOUS: FATAL	SERIOUS: INJURY
Campbell, J.F.	Sgt	R114642	P	Nil	1	
Hudson, H.	LAC	GB1430633	1st/NAV.	Nil		
Marlowe, L.K.	LAC	R145435	2nd/NAV.	Killed		
Edwards, R.E.C.	Sgt	R131930	WAG	Nil		

CARD SERIAL No. X

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE
Anson I	6689	Slightly			
Cheetah IX	10285/10888	Slightly			

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE: DUAL	ON TYPE: SOLO	TOTAL: DUAL	TOTAL: SOLO	LAST 6 MOS.
60	170	66	568	101	609	

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
A.361 8.5.43					

NATURE OF ACCIDENT

TYPE OF A/C | TYPE OF ENGINE | CATEGORY | MISCELLANEOUS CAUSES | STAGE OF FLIGHT

DUTY ON WHICH ENGAGED:
Navigation training flight.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:
Due to weather A/C carried out a precautionary landing in the river at Bathurst.

PRIMARY CAUSE:
~~49. Weather, lost and gas.~~
17. FORCED LANDING.

17

SECONDARY CAUSE OR CONTRIBUTING FACTORS:
25 - PETROL SHORTAGE

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

DATE:

COMPOSITION:

D-1 #7

RECOMMENDATIONS:
See Summary No. 1027 re recommendations re installation of suitable radio equipment, instruction of crew in use of dinghies and May Wests, system of periodic inspection of dinghies and emergency equipment, and clarification re use of safety harness when landings on water are necessary.

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

CONCLUSIONS OF A.I.B.
Agree with findings. See Summary 1027 re points brought out in evidence.

RECORDED BY DATE

CHECKED BY DATE