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CASPIR Aircraft Accident Cards

Serial: 11379

Title: Avro Anson Mk. II serial:11379 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1943-July-03. Anson II s/n 11379. This accident involved 1 person. Eastman-nagle JA

Keywords: RCAFAnson II,11379,17 SFTS,17 Service Flying Training School,Aerodrome,1943-July-03,Eastman-nagleRCAF L20

Created: 1943-07-03

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#11379

ACCIDENT CLASSIFICATION

UNIT 17 S.F.T.S. Souris	COM. 2	PLACE ½ mile west M.A.	DATE 3.7.43	TIME 0215			
			H.Q. FILE 1100-113-79				
A/C TYPE Anson II		NO. 11379	CRASH CAT. A	S.E.	M.E. X	DAY	NIGHT X

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
Eastman-Nagle, J.A.	LAC	1800903	PP	Seriously (GB)

SIGNAL

NO.	DATE
A18	3.7

D 14 (REVISED)

NO.	CHECKED
2	✓

#4

ENGINE	ENGINE NUMBER (S)
Jacobs	14022, 14043 Serious.

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE		TOTAL	
		SOLO	DUAL	SOLO	DUAL
11	17	39	48	72	91

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STAT RY

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

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Night circuits.

NATURE OF ACCIDENT:

Student while practicing night flying took off from No. 1 runway going west. Confused lights of Souris for lights of an A/C which he knew had taken off before him, turned steeply to port and almost immediately he crashed.

CLASSIFICATION:

~~21. Inability to maintain equilibrium.~~

14. Out of control (14)

SECONDARY OR CONTRIBUTORY FACTORS:

~~32. Pilot error~~

TECHNICAL OFFICER'S REPORT:

No technical defect. c/c/AOC/PSF/0-I

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS: SUMMARY No. 1075

Error of judgment on the part of pilot in:

1. Failing to report that he could not differentiate between various navigation lights when flying, if such is the case.
2. Failing to get settled on instruments on becoming airborne.
3. Failing to realize that the lights he saw could not be those of the A/C, its recognition lights being out, and the other lights visible then must have been white and green, white and red, or red and green or a single white, depending on the angle of vision.

CONCLUSIONS OF A.I.B. - Agree

Maximum flying allowable has been exceeded by this pupil, but with authority of Examining Officer.

ACTION TAKEN:

Nil

R. C. A. F. L 20 (REVISED)
7M-4-43 (3202) K. P. 5051
H. Q. 885-L 20

C. C. LTD. 7084-43