

CASPIR Aircraft Accident Cards

Serial: 8214

Title: Avro Anson Mk. II serial:8214 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1943-July-28. Anson II s/n 8214. This accident involved 1 person. Jones WE

Keywords: RCAFAnson II,8214,16 SFTS,16 Service Flying Training School,Aerodrome,1943-July-28,JonesRCAF L20

Created: 1943-07-28

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#8214>

UNIT No.16 S.F.T.S. Hagersville, Ont.		COM. # 1	PLACE M.A.		DATE 28-7-43	TIME 0430
A/C TYPE Anson II		No. 8214	CRASH CAT. A	H.Q. FILE 1100-82-14		
		S.E.	M.E. X	DAY	NIGHT X	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Jones, W.E.	GB	LAC	PF	Seriously	No. A123	DATE 28-7
					D 14 (REVISED)	
					No. 5	CHECKED <input checked="" type="checkbox"/>
					No.50	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
Jacobs L6MB	P.13948/25259 Total S.19702/25814 Total			SOLO	DUAL	SOLO	DUAL
		19	8	29	54	85	97

COMMAND
 MONTH
 STAGE OF FLIGHT
 FORCED LANDING
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ
 INJURY
 3RD
 M Z

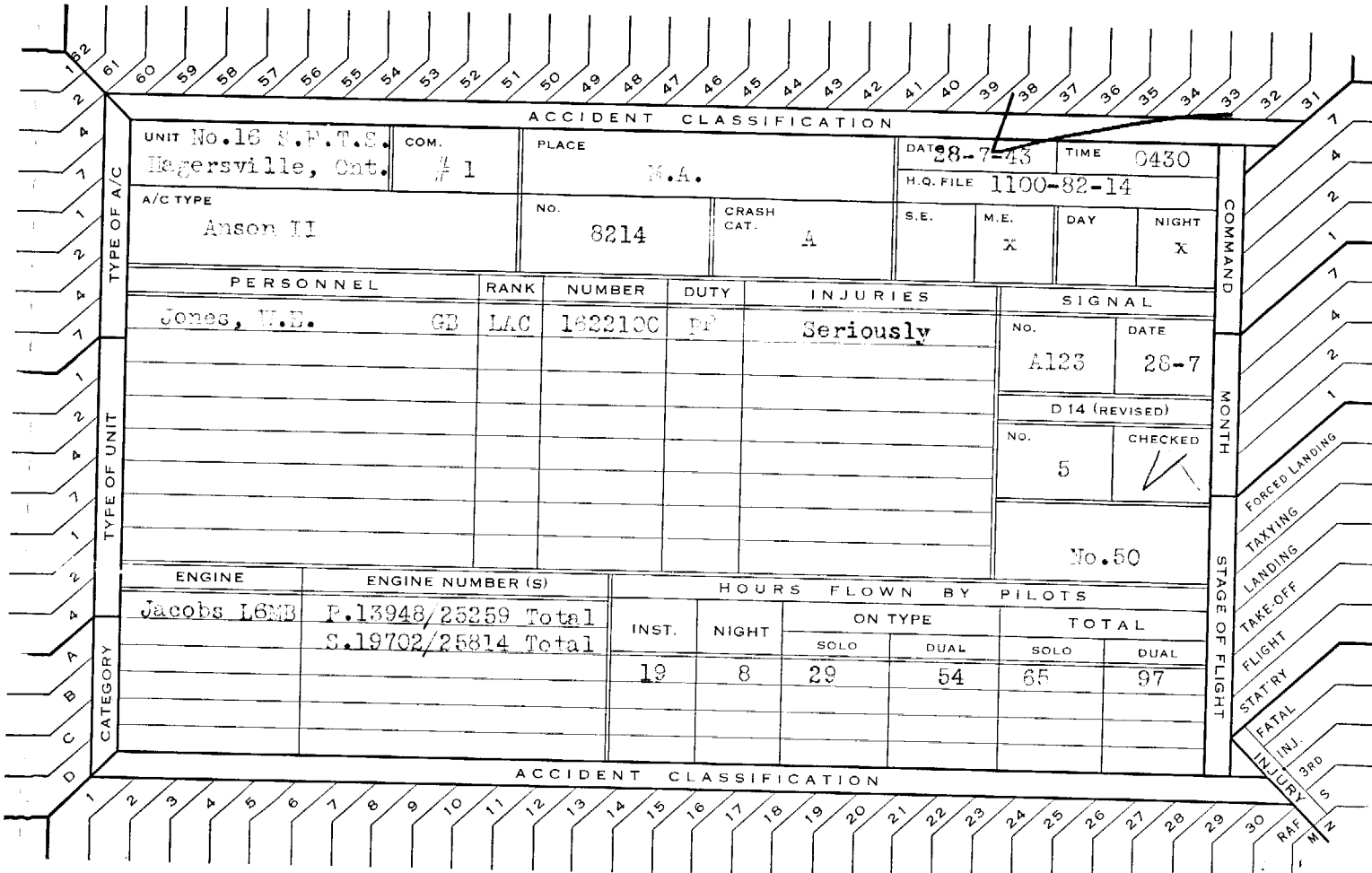
ACCIDENT CLASSIFICATION

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

CATEGORY



PURPOSE OF FLIGHT:

Night flying circuits.

TECHNICAL OFFICER'S REPORT:

Nil

acc/acc/acc/acc

NATURE OF ACCIDENT:

A/C climbed quite steeply after take-off, banked over to left in steep turn, losing height very quickly. On nearing ground the throttles were opened and A/C assumed climbing altitude. Again it was banked steeply to left and spiralled into ground. Port wing broken off. Both engines were falling out of A/C, and A/C turned over on back on aerodrome in front of take-off runway in use.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

SUMMARY No. 1090

FINDINGS:

Controls appeared to jam causing one wing to lower greatly, and the pilot was unable to get the wings level.

CONCLUSIONS OF A.I.B.

Inability of pupil pilot solo at night to maintain equilibrium on instruments or by sensory means.

Although this pupil states that he was not fatigued, it is noted that he had completed one hour and 50 minutes night flying solo when the accident occurred, there is the possibility of fatigue with the subsequent loss of control on takeoff.

CLASSIFICATION:

~~21. Inability to maintain equilibrium.~~

14. Out of Control **14**

SECONDARY OR CONTRIBUTORY FACTORS:

~~25. Inexperience.~~

~~37. Overturning.~~

ACTION TAKEN:

Nil