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CASPIR Aircraft Accident Cards

Serial: 11238

Title: Avro Anson Mk. II serial:11238 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 2 aircraft on 1943-July-29. They are: Anson II s/n 11236, Anson II s/n 11238. This accident involved 5 people. Keen J, Davidson D, Palmer AM, Francis AD, Hurst K

Keywords: RCAFAnson II,11238,3 NAGS,3 Naval Air Gunnery School,Aerodrome,1943-July-29,Davidson,Francis,Hurst,Keen,PalmerRCAF L20

Created: 1943-07-29

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#11238

ACCIDENT CLASSIFICATION

UNIT	COM.	PLACE	DATE	TIME
No.1 R.A.C.S., Yarmouth, N.S.	RAC	R.A.	28-7-43	1105

H.Q. FILE 1100-112-36

A/C TYPE	NO.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT
Anson II	11236	C 14		X	X	
Anson II	11238	C 14				

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
Palmer, A.M. RNVR	Lt.		P	Nil
Leen, J.	CPL	FOR3709	TAG	Nil
Hurst, K.	ALA	JX392216	TAG	Nil
Davidson D.	Sgt.	544791	O.C.	Nil
Francis, A.D.	AM/E	FX92717	O.C.	Nil

SIGNAL

NO.	DATE
T876	30-7

D 14 (REVISED)

NO.	CHECKED
1	✓

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ENGINE	ENGINE NUMBER (S)	
Jacobs L6MB	14657/11628	Nil
	14656/11627	"
Jacobs L6MB	14661/11632	Nil
	14660/11631	"

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE		TOTAL	
		SOLO	DUAL	SOLO	DUAL
		20	9	317	88

TYPE OF A/C | TYPE OF UNIT | CATEGORY | COMMAND | MONTH | STAGE OF FLIGHT | FORCED LANDING | TAXYING | LANDING | TAKE-OFF | FLIGHT | STAT'RY | INJURY: FATAL, INJ., 3RD, S

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

T.A.G. Training

NATURE OF ACCIDENT:

Pilot taxiing down tarmac with throttle fully closed. On nearly reaching his destination, applied brake. Port brake was stronger than stbd. and A/C swung to port towards parked A/C. Applied full stbd. brake to no avail and did not use port engine because of space available. Swung around and struck parked A/C nose to nose.

CLASSIFICATION:

~~7. Brake failure~~

11. Others 11

SECONDARY OR CONTRIBUTORY FACTORS:

~~3. Hitting other A/C~~

36. Brake Failure 36

TECHNICAL OFFICER'S REPORT: Temporary brake failure. Considered due to small particles of dirt getting under the non-return valve. A release and second application of pedal usually suffices to clear it away. (cont'd below)

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS: SUMMARY No.

Every care is taken when filling reservoir, but internal condition of the system is not known, and also, dusty condition of hangar floors is such that some dirt may enter during filling operation.

Brakes were tested within half an hour. Port brake very much more powerful than stbd., but stbd. then powerful enough to turn A/C against 1400 revs. on stbd. engine. However, previous cases of momentary failure of brakes on this A/C makes pilot's statement acceptable.

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