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CASPIR Aircraft Accident Cards

Serial: 6316

Title: Avro Anson Mk. I serial:6316 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1943-November-26. Anson I s/n 6316. This accident involved 5 people. Durman PE, Metcalfe M, Currie CE, Anderson KA, Danton GHW

Keywords: RCAFAnson I,6316,7 AOS,7 Air Observer School,Rcaf Airport Souris,1943-November-26,Anderson,Currie,Danton,Durman,MetcalfeRCAF L20

Created: 1943-11-26

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#6316

ACCIDENT CLASSIFICATION

UNIT	COM.	PLACE	DATE	TIME
7 A.O.S. Portage la Prairie	2	One quarter mile E of RCAF Airport Souris	26-11-43	0100

H.Q. FILE 1100-63-16

A/C TYPE	NO.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT
ANSON I	6316	"D"		x		x

PERSONNEL		RANK	NUMBER	DUTY	INJURIES
Anderson K.A.		Sgt.	R167259	P	Uninj.
Metcalfe L.	NZ	LAC	4211883	Nav.	Uninj.
Durman P.E.	GB	LAC	1389300	AB	Uninj.
Currie, C. E.		ACl	R201745	WO	Uninj.
Danton, G.H.W.	GB	LAC	1399450	AB	Uninj.

SIGNAL

NO.	DATE
A257	26-11

D 14 (REVISED)

NO.	CHECKED
#3	✓

#25

ENGINE	ENGINE NUMBER (S)
Cheetah IX	P.101102/As23933 NIL. S.13367/As32240 NIL

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE SOLO	ON TYPE DUAL	TOTAL SOLO	TOTAL DUAL
54	87	323	34	432	164

TYPE OF A/C

TYPE OF UNIT

CATEGORY A B C D

COMMAND

MONTH

STAGE OF FLIGHT: FORCED LANDING, TAXYING, LANDING, TAKE-OFF, FLIGHT, STATRY

INJURY: FATAL, INJ., 3RD, S

RAF M N

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Night Navigation exercise.

NATURE OF ACCIDENT:

Undershot while making a single engine landing. a/c ran into farm implements causing serious damage. Stbd. engine "cut out" due to lack of gas. Pilot did not use interconnection valve. Engines and controls were operating normally before lack of gas caused failure. No moon but weather and visibility good.

CLASSIFICATION:

~~30. Undershooting runway.~~ 3

3. Undershot

SECONDARY OR CONTRIBUTORY FACTORS:

~~14. Misuse of controls.~~

32. Pilot error.

TECHNICAL OFFICER'S REPORT:

Pilot reported that stbd. inner gas cock could not be operated in air, but upon examining same after landing it was found to be normal.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

ACTION TAKEN:

Pilot reprimanded for lack of judgment in not using facilities available and given immediate demonstration of use of interconnecting valve. Log Book endorsed.

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

C. C. LTD. 7084-43