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CASPIR Aircraft Accident Cards

Serial: 8472

Title: Avro Anson Mk. II serial:8472 Accident Card

Author: Royal Air Force (RAF)

Subject: This accident involved 1 aircraft on 1943-November-29. Anson II s/n 8472. This accident involved 2 people. Slaney FS, Smith RG

Keywords: RAFAnson II,8472,38 SFTS,38 Service Flying Training School,Oxhow,1943-November-29,Slaney,SmithRCAF L20

Created: 1943-11-29

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#8472

ACCIDENT CLASSIFICATION

UNIT	COM.	PLACE	DATE	TIME
38 S.F.T.S. Estevan	2	1 Mile SE of Oxbow	29-11-43	1245

H.Q. FILE 1100-84-72

A/C TYPE	NO.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT
ANSON II	8472	"A"		x	x	

PERSONNEL		RANK	NUMBER	DUTY	INJURIES
Smith, R.G.	GB	SGT	1650274	P	Slightly Inj.
Slaney, F.S.	GB	LAC	1583204	PP	Uninj.

SIGNAL

NO.	DATE
A.95	29-11

D 14 (REVISED)

NO.	CHECKED
5/11	✓

#77

ENGINE	ENGINE NUMBER (S)
Pacors L6.B	P.25755/10459 S.25083/9453

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE SOLO	ON TYPE DUAL	TOTAL SOLO	TOTAL DUAL
36	24	18	1	121	137
7	5	3	13	31	46

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATRY

INJURY
FATAL
INJ.
3RD
S

RAF

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Navigation Exercise.

NATURE OF ACCIDENT:

A/C whilst making turn at approximately 8000 ft. went out of control. Pupil paracluted to earth to instructions from Instructor. Instructor remained with a/c until it crashed.

CLASSIFICATION:

~~28. Structural failure.~~ 18

18. Misc. Technical

SECONDARY OR CONTRIBUTORY FACTORS:

39 Structural Failure 37

TECHNICAL OFFICER'S REPORT:

Outer nine feet of both mainplanes came off in flight. 1 BA/P/A M N R

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS: SUMMARY No. 155

Conclusions of A.I.B.

Cause of this accident due to structural failure in the air of port and stbd.mainplanes. This failure was due to excess stress being applied to them during flight,or to excess stress applied during a previous flight resulting in strain to the spars. It is unfortunate that L.14 entries do not show,and none of airmen concerned can remember why repairs to plywood skin surfaces of mainplane were made during major inspection, as the plywood skin may have been wrinkled indicating strained spars.

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