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CASPIR Aircraft Accident Cards

Serial: 8436

Title: Avro Anson Mk. II serial:8436 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1943-December-20. Anson II s/n 8436. This accident involved 1 person. Clay JD

Keywords: RCAFAnson II,8436,17 SFTS,17 Service Flying Training School,Aerodrome,1943-December-20,ClayRCAF L20

Created: 1943-12-20

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#8436

ACCIDENT CLASSIFICATION

UNIT	COM.	PLACE	DATE	TIME
17 S.F.T.S. Souris	2	2 miles NW of M.A.	20-12-43	2115

H.Q. FILE 1100-84-36

A/C TYPE	No.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT
ANSON II	8436	"A"		x		x

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
Clay, J.D.	F/L	J8937	P	Slightly Inj.

SIGNAL

No.	DATE
A.116	21-12

D 14 (REVISED)

NO.	CHECKED

4 48

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS				
		INST.	NIGHT	ON TYPE		TOTAL
				SOLO	DUAL	SOLO	DUAL
Jacobs L-6MB	16811/2991 Seriously 17228/3407 "	42	158	309	27	1456	196

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:

Weather Test

NATURE OF ACCIDENT:

Pilot unable to recall events. Visibility restricted to 3 to 6 miles. Snow. Ceiling 1000 to 1500'.

CLASSIFICATION:

~~21. Inability to maintain equilibrium.~~ 19. Out of Control

SECONDARY OR CONTRIBUTORY FACTORS:

~~19. Bad weather.~~

TECHNICAL OFFICER'S REPORT:

OOC/Noc 105 F/O/C

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS: SUMMARY No. 2223

CAUSE

Obscure, but it would appear that a/c had gained so little altitude after becoming airborne when pilot noticed airspeed indicator reading zero, that control column being pushed forward to ensure flying speed the a/c crashed into ground before pilot had opportunity to check from other instruments what true performance of a/c really was.

Recommendations

Pilots be encouraged to familiarize themselves thoroughly with position of the bar and fixed image of a/c in the artificial horizon relative to one another during correct instrument take off for type of a/c in which they are flying.

CONCLUSIONS OF A.I.B. Agree.

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