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CASPIR Aircraft Accident Cards

Serial: EB506

Title: Airspeed Oxford Mk. V serial:EB506 Accident Card

Author: Royal Air Force (RAF)

Subject: This accident involved 1 aircraft on 1944-January-18. Oxford V s/n EB506. This accident involved 4 people. Church HW, O'Connell LJ, Walls RJ, Walsh JD This accident had 4 fatalities. Flying Officer John Dermot Walsh RNZAF Killed in Flying Accident service no:39116 Oxford EB506, Flying Officer Rex James Walls RNZAF Killed in Flying Accident service no:417133 Oxford EB506, Flight Lieutenant Harold William Church RCAF Killed in Flying Accident service no:J/5977 Oxford EB506, Flight Lieutenant Lawrence James O'Connell RCAF Killed in Flying Accident service no:J/15311 Oxford EB506

Keywords: RAFOxford V,EB506,36 OTU,36 Operational Training Unit,Kingston Nova Scotia,1944-January-18,Church,O'Connell,Walls,WalshRCAF L20

Created: 1944-01-18

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200001215#EB506

ACCIDENT CLASSIFICATION

UNIT	COM.	PLACE	DATE	TIME
36 O.T.U. GREENWOOD	E	KINGSTON, N.S.	18-1-44	1600

H.Q. FILE 1300-EB506-1

A/C TYPE	NO.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT
OXFORD V	EB506	"A"		x	x	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
O'CONNELL, L.J.	F/L	J15311	P	Killed
CHURCH, H.W.	F/O	J5997	P	Killed
WALSH, J.D. NZ	F/O	39116	P	Killed
WALLS, R.J. NZ	F/O	417133	P	Killed

SIGNAL: NO. A 50 DATE 18-1

D 14 (REVISED) NO. 2 CHECKED ✓

#11

ENGINE	ENGINE NUMBER (S)
Wasp R985 AN14B	14579/23079 totally 14580/23080 "

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE SOLO	ON TYPE DUAL	TOTAL SOLO	TOTAL DUAL
28	118	11	1	780	76
43	106	-	-	707	109
73	92	804	6	929	132
69	96	776	10	921	139

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 | 5

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Dual checks.

NATURE OF ACCIDENT:

The indications are that the a/c was climbing steeply after take-off and at about 300' one single engine failed; the a/c then appears to have stalled and dived in at a steep angle.

CLASSIFICATION:

~~13. Engine failure.~~ (23)
23. Not known

SECONDARY OR CONTRIBUTORY FACTORS:

~~18. Loss of control.~~

TECHNICAL OFFICER'S REPORT: OOC/AOC/POM/PCDE/ES/PT/PC/O

Nil

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS: SUMMARY No. 2251.

CAUSE: Obscure.

CONCLUSIONS OF A.I.B.: Cause obscure but inexperience on type of all occupants of a/c undoubtedly is underlined cause of this accident. Breaches of following sections of C.A.P. 100; Sec. 5, para. 18, Sec. 3, para. 27, Sec. 15, para. 5. Accident appears to have been due to stall and engine failue at low altitude caused by fuel starvation. Starvation was probably due to mishandling of fuel system. None of occupants were experienced in Oxford V except F/L O,Connel who had flown this particular mark of Oxford for 12 hrs. The last occasion being 26 Oct./ 43 and he was not at controls.

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