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CASPIR Aircraft Accident Cards

Serial: 6437

Title: Avro Anson Mk. I serial:6437 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 2 aircraft on 1944-February-25. They are: Anson I s/n N9658, Anson I s/n 6437. This accident involved 7 people. Crona , Friegn , Gibbon , Green WE, Hallifax , Klimovich A, Varndell EG

Keywords: RCAFAnson I,6437,1 AOS,1 Air Observer School,Aerodrome,1944-February-25,Crona,Friegn,Gibbon,Green,Hallifax,Klimovich,VarndellRCAF L20

Created: 1944-02-25

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#6437

ACCIDENT CLASSIFICATION

TYPE OF A/C	TYPE OF UNIT	CATEGORY	COM.	PLACE	DATE / TIME
			1	M.A.	25-2-44 / 2045
					H.Q. FILE
A/C TYPE: ANSON I ANSON I			NO.: N9658 6437	CRASH CAT.: "C" "B"	S.E. / M.E.: x / DAY / NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
Klimovich, A.	SGT	R192605	P	Uninj.
Varndell, E.G.	SGT	R199578	Pass	Uninj.
Green, W.E.	Civ.		P	Uninj.
Friegn	"			Uninj.
Crona,	"			Uninj.
Gibbon	"			Uninj.
Hallifax	"			Uninj.

SIGNAL — NO. / DATE

D 14 (REVISED) — NO. / CHECKED

1st. CA PAS 1/52 UIT
2nd #21R 5/5

COMMAND / MONTH / STAGE OF FLIGHT

FORCED LANDING / TAXYING / LANDING / TAKE-OFF / FLIGHT / STATY / INJURY: FATAL, INJ., 3RD, S, N

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE: SOLO	ON TYPE: DUAL	TOTAL: SOLO	TOTAL: DUAL
Cheetah	139388/23572 11044/25014						
Cheetah	A228467/32511	54	31	80	24	180	150
	10449/13555 NIL	52	30	122	35	224	101
		22	268	797	34	860	46

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Night circuit solo practice N9658
Taxiing out for night bombing.flight.

NATURE OF ACCIDENT:

Taxiing accident.

CLASSIFICATION:

~~3. Hitting other aircraft.~~

9. Collisions 9

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT: MUST

Nil TCA/PCL/XCA
TCA/PCM/YA

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS: SUMMARY No.

Operations Manager's Report

Tower Radio Control inadequate on this particular occasion as both a/c were given taxi clearance on intersecting routes and neither a/c knew the other was taxiing on the aerodrome.

Very little blame can be attached to either pilot altho a contributing factor would appear to be the fact that pilot Klimovitch did a cockpit check and pumped up flaps at this position, which is not the usual procedure; also Pilot Green was some little time in taxiing out after receiving taxi clearance.

In both instances this would be confusing to the Tower.

Recommendations: More accurate radio contact by Tower and a/c. More accurate sequence of taxiing and cockpit check by pilots.

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