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CASPIR Aircraft Accident Cards

Serial: 6205

Title: Avro Anson Mk. I serial:6205 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1944-March-10. Anson I s/n 6205. This accident involved 4 people. Forsyth WB, Jones BHM, Robbins RM, Wickware BH

Keywords: RCAFAnson I,6205,1 CNS,1 Central Navigation School,Ingelow,1944-March-10,Forsyth,Jones,Robbins,WickwareRCAF L20

Created: 1944-03-10

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#6205

ACCIDENT CLASSIFICATION

UNIT	COM.	PLACE	DATE	TIME
1 C.N.S. Rivers	2	2½ miles W and 1½ miles N of Inverlow	10-3-44	2310

H.Q. FILE 1100-62-05

A/C TYPE	NO.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT
ANSON I	6205	"A"		x		x

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
ROBBINS, R.M.	F/O	J26223	P	Killed.
FORSYTH, W.B. GB	LAC	1568291	OC	"
JONES, B.H.M. GB	LAC	1809628	OC	"
WICKWARE, B.H.	CPL	R178050	WO	"

SIGNAL

NO.	DATE
A.208	11-3

D 14 (REVISED)

NO.	CHECKED
1	✓

#8

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Cheetah IX	AS13370/112831 total	48	196	534	24	646	187
	AS30343/175862 "						

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:

Night navigation exercise.

NATURE OF ACCIDENT:

A/C took off on scheduled navigation flight at 2045 hrs. At 2230 hrs a snow squall came up, and last message received from a/c was at 2304 hrs. At about 2330 hrs a farmer residing near Rivers heard an a/c pass close over his home, with engines sounding as if throttles were wide open. Next morning he found wreckage of a/c about ¼ mile SSW of his home. Bodies of four occupants found in wreckage.

CLASSIFICATION:

59. Obscure.

23.

SECONDARY OR CONTRIBUTORY FACTORS:

19. Bad weather.

TECHNICAL OFFICER'S REPORT:

Nil

N/K

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS: SUMMARY No. 2300

CAUSE: Obscure, but possibility that Captain of a/c came down in bad weather in attempt to pin-point himself and struck ground cannot be overlooked.

RECOMMENDATIONS: As cause is obscure definite recommendations cannot be made but it is felt that pilots cannot be warned too often that if bad weather cannot be avoided they should be well settled on instruments and should have taken all necessary precautions for bad weather flying before actually flying into it and that altitude should be kept until the a/c clears the bad weather or, if this cannot be done before fuel is exhausted, the a/c should be abandoned at a safe height.

CONCLUSIONS OF A.I.B.

Agree with findings.

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