

CASPIR Aircraft Accident Cards

Serial: 8233

Title: Avro Anson Mk. II serial:8233 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1944-May-15. Anson II s/n 8233. This accident involved 4 people. Buchkan TR, Darroch JG, Nette NC, Robinson JA

Keywords: RCAFAnson II,8233,6 BGS,6 Bomb & Gunnery School,Aerodrome,1944-May-15,Buchkan,Darroch,Nette,RobinsonRCAF L20

Created: 1944-05-15

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#8233>

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62

ACCIDENT CLASSIFICATION

UNIT 6 B.G.S. Mountain View	COM. 1	PLACE 2 miles SW of M.A.	DATE 15-5-14	TIME 2030
A/C TYPE ANSON II		No. 8233	CRASH CAT. "C"	H.Q. FILE 1100-82-33
		S.E.	M.E. X	DAY
				NIGHT X

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
ROBINSON, J.A.	P/O	C39148	P	Uninj.	NO.	DATE
DARROCH, J.G.	LAC	R276947	OC	Uninj.	A17	16-5
BUCHKAN, TR.	LAC	R282440	OC	Uninj.	D 14 (REVISED)	
NETTE, N.C. AUS	P/O	429062	OC	Uninj.	NO.	CHECKED
					2	<input checked="" type="checkbox"/>
					#22	

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
Jacobs L6MB	26990/10244 25148/9318	INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
		69	58	141	7	1027	121

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STRATRY
FATAL
INJ.
3RD
S

ACCIDENT CLASSIFICATION

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PURPOSE OF FLIGHT:

Night Bombing exercise.

NATURE OF ACCIDENT:

Crash landing in field 2 miles SW of airport. Port engine failure. Investigation proceeding.

TECHNICAL OFFICER'S REPORT:

2 cylinder hold down studs on port engine failed.

LO/PSO/ES/MFG/IL/XFM

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CAUSE: Port engine failed while airborne. Overshot on landing and a/c forced to land in field.

RECOMMENDATIONS:

Suggest that more ~~power~~ stress be placed on power approaches, particularly at night and when in trouble. Also that anyone riding in co-pilot's seat, rudder of bar of dual controls be lowered, particularly for take-off and landing.

CONCLUSIONS OF A.I.B. Agree.

Technical instructions have been issued regarding the tightening of the cylinder holding down nuts which should reduce the number of such failures.

CLASSIFICATION:

~~1. Engine failure in the air.~~

17 *Imced Landing*

SECONDARY OR CONTRIBUTORY FACTORS:

~~2. Pilot error.~~

26 *Engine trouble - Accident*

ACTION TAKEN: