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CASPIR Aircraft Accident Cards

Serial: 12395

Title: Avro Anson Mk. V serial:12395 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1944-June-16. Anson V s/n 12395. This accident involved 5 people. Bates WD, Hageman ME, Kennedy HW, Mclaren JP, Wek CE

Keywords: RCAFAnson V,12395,1 CNS,1 Central Navigation School,Marshy Point Lake Manitoba,1944-June-16,Bates,Hageman,Kennedy,Mclaren,WekRCAF L20

Created: 1944-06-16

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#12395

ACCIDENT CLASSIFICATION

UNIT	COM.	PLACE	DATE	TIME
1 C.A.C.S. Rivers	2	6 mi NW of Hardy Point On Lake Manitoba	16-[illegible]-44	1110

H.Q. FILE 1100-123-P5

A/C TYPE	No.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT
ANSON V	12395	"A"		X		X

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
BAKER, W.D.	P/O	J38118	P	Uninj.
JEK, C.J.	CPL	R192725	NO	Uninj.
MCLAREN, J.P. AUS	LAC	37594	OC	Uninj.
HASELM[illegible], M.E. GB	LAC	1893206	OC	Uninj.
KENNEDY, H.J. GB	LAC	17,6236	OC	Uninj.

SIGNAL

NO.	DATE
A219	17-6

D 14 (REVISED)

NO.	CHECKED
2	✓

[illegible]8

ENGINE	ENGINE NUMBER (S)
Cyc Jr.	211387/29487 total
	211406/29508 total

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE		TOTAL	
		SOLO	DUAL	SOLO	DUAL
56v	241	341	12	449	160

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:

Cruising at 6000' 1750 rpm 120 IAS engine running smoothly; port cut out cold, fuel pressure dropped to zero. On SE.28 to 29" 2000 rpm for about 5 minutes losing height 2-300 fpm Stbd motor cut cut cold. Turned into wind and ditched about 5 miles west to east shore Lake Manitoba

CLASSIFICATION:

17. Forced landing.

SECONDARY OR CONTRIBUTORY FACTORS:

26. Engine trouble - accident.

TECHNICAL OFFICER'S REPORT:

FS/AOP/ES/PM/M/1/WIE

NIL

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS: SUMMARY No. 2412 *

CAUSE: Engine failure- cause obscure, tho it is possible that some failure occurred in the port fuel system or that icing of the port engine carb. occurred and that when full throttle without using carb heat was used on the stbd engine, consequent upon failure of port engine, carb icing tendency that had prevailed throughout the flight was aggravated and stbd engine carb. quickly iced up, causing failure of that engine also.

FOR RECOMMENDATIONS See Summary 2412

CONCLUSIONS OF A.I.B. Agree with findings. On the evidence, carb icing would seem to have been the cause of the engine failure.

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