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CASPIR Aircraft Accident Cards

Serial: 11726

Title: Avro Anson Mk. V serial:11726 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1944-June-19. Anson V s/n 11726. This accident involved 4 people. Algar WE, Borteous PE, Cross HA, Hodge AM

Keywords: RCAFAnson V,11726,10 AOS,10 Air Observer School,Aerodrome,1944-June-19,Algar,Borteous,Cross,HodgeRCAF L20

Created: 1944-06-19

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#11726

ACCIDENT CLASSIFICATION

UNIT	COM.	PLACE	DATE	TIME
10 A.O.S. Chatham		M.A.	19-6-44	1705

H.Q. FILE 1100-117-26

A/C TYPE	No.	CRASH CAT.	S.E.	M.E.	DAY	NIGHT
ANSON V	11726	"D"		X	X	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
HODGE, A. .	P/O	J43216	P	Uninj
CROSS, H.A.	LAC	R175192	NAV	Uninj.
BORTOUS, F.E.	LAC	R221098	NAV	Uninj.
ALGAR, W.E.	SGT	R217734	WAG	Uninj.

SIGNAL

NO.	DATE
A691	20-6

D 14 (REVISED)

NO.	CHECKED

#19

ENGINE	ENGINE NUMBER (S)
Wasp Jr.	L985AN14B
	43-4498/19458 MK2
	43-45600/19480 MK2

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE		TOTAL	
		SOLO	DUAL	SOLO	DUAL
40	530	1570	63	1600	101

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

RAF

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Routine navigation flight.

NATURE OF ACCIDENT:

Pilot was authorized to fly navigation-al exercise in a/c 11726. After completing exercise pilot returned to base and joined the circuit where they were landing on runway 22. On downwind leg pilot tested horn and lowered u/c and began initial approach. Tower told him it was clear to beg in final and turned on final at 750' indicated. Lowered flaps to 40 degrees and checked brake guage visually. No pressure was registered. Made touchdown at a speed of about 70 miles per hour. Next thing pilot realised the tail was coming up in air and he knew something was wrong so he pulled the stick right back into his stomach and tried to get off ground again but was unable. A/C stood up on its nose and when it stopped the tail settled back to ground very heavy.

CLASSIFICATION:

7. Others.

TECHNICAL OFFICER'S REPORT:

BRAKES TESTED & FOUND SERVICEABLE. BRAKES SENSATIVE DUE TO BEING NIL NEWLY INSTALLED. LM/ANT PCM UBP

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Pilot's log book being endorsed.

R. C. A. F. L 20 (REVISED)
7M-4-43 (3202) K. P. 5051
H. Q. 885-L 20

C. C. LTD. 7084-43