

ACCIDENT CLASSIFICATION

UNIT # 1 B.&.G. Jarvis, Ont	COM. 1	PLACE 6 Miles N.W. of M.A.	DATE 3-7-44	TIME 0110
A/C TYPE ANSON I	NO. 6086	CRASH CAT. "A"	H.Q. FILE 1700-6086	S.E. X
			M.E. X	DAY X
			NIGHT X	

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL
Watts, J.B.	Aus	F/S	419978	P	Fatal
Best, G.C.	GB	LAC	1590496	AB	Fatal
Waller, R.	GB	LAC	1097101	AB	Fatal

NO.	DATE
A179	3-7

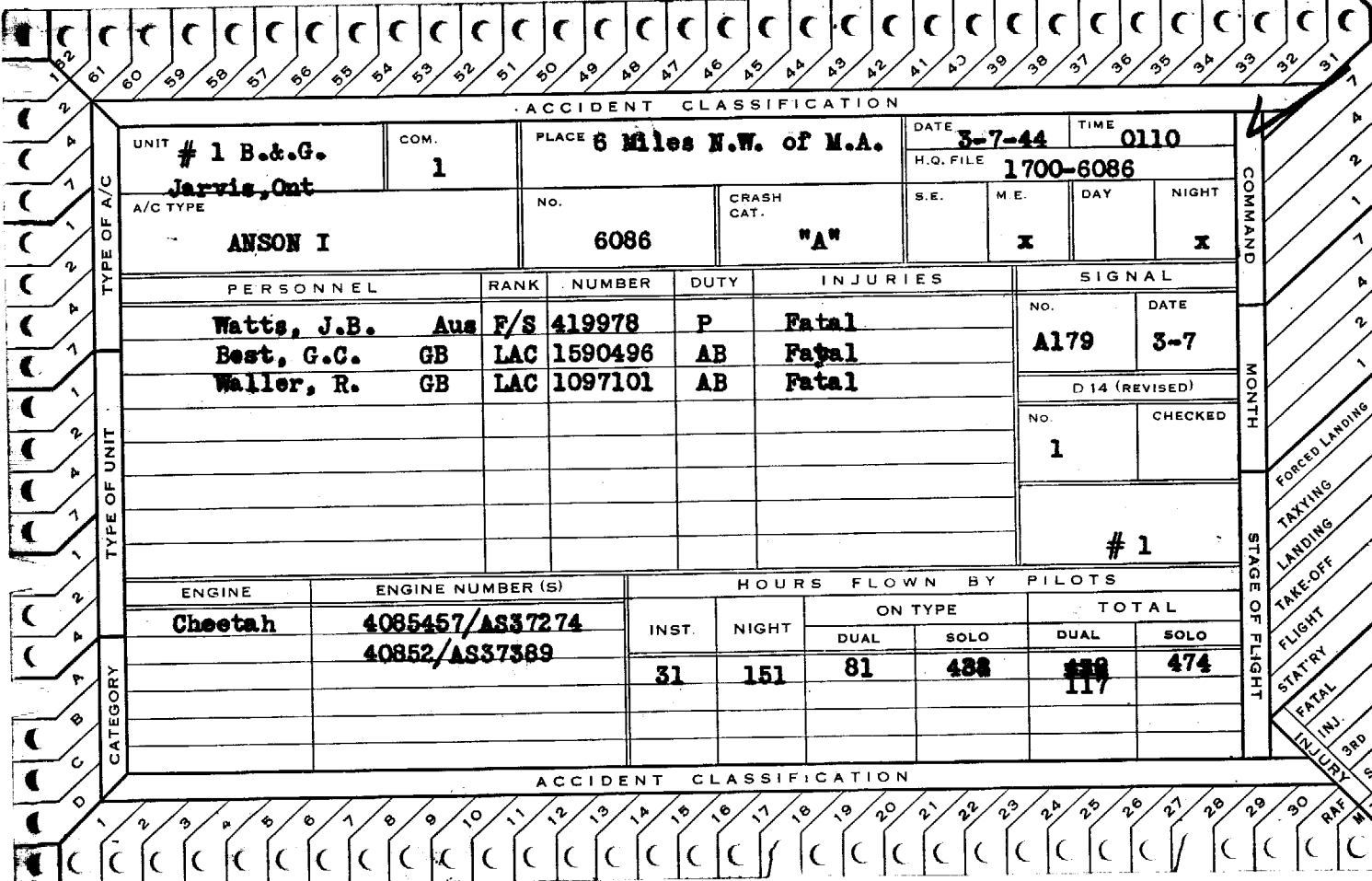
D 14 (REVISED)	
NO.	CHECKED
1	

1

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Cheetah	4085457/AS37274						
	40852/AS37389						
		31	151	81	488	117	474

ACCIDENT CLASSIFICATION

COMMAND
 MONTH
 STAGE OF FLIGHT
 FORCED LANDING
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 INJURY



PURPOSE OF FLIGHT:

Night flying Scheduled bombing training flight.

NATURE OF ACCIDENT:

A/C Anson 6086 had completed flight and was returning to base. Witnesses report seeing a/c drop flare from a low altitude then crash, explode and burn.

CLASSIFICATION:

18. Misc. Technical.

SECONDARY OR CONTRIBUTORY FACTORS:

28. Fire-In Air.

TECHNICAL OFFICER'S REPORT:

IM/PSJ/ES/NK/I/AE/HA
IM/PSJ/ES/NK/II/AE/AA

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2405

CAUSE: Fire in air which caused port wing to explode before landing could be made.

RECOMMENDATIONS: Nil.

CONCLUSIONS OF A.I.B.: Fire in air, cause of which is not definitely established in evidence. No evidence that port wing exploded before impact with ground. Some evidence however of lack of proper maintenance of this unit. Prop. changes on a/c have been carried out by inexperienced mechanics. L.14 shows some difficulty with loose props. particularly on port side. It is possible that badly fitted P. Prop. made P. engine vibrate to such an extent that gas connection became loose and started fire in P. engine nacelle. A.M.A.E. To make further inquiry and take any necessary action.

ACTION TAKEN: