CASPIR.warplane.com

# CASPIR Aircraft Accident Cards

**Serial:** 12250

**Title:** Avro Anson Mk. V serial:12250 Accident Card

**Author:** Royal Canadian Air Force (RCAF)

**Subject:** This accident involved 1 aircraft on 1944-August-03. Anson V s/n 12250. This accident involved 5 people. Clarke PJ, Gooch EC, Griffiths LW, Pinchbeck AB, Shiers DB

**Keywords:** RCAFAnson V,12250,1 CNS,1 Central Navigation School,Mccreary,1944-August-03,Clarke,Gooch,Griffiths,Pinchbeck,ShiersRCAF L20

**Created:** 1944-08-03

**Link:** https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#12250

ACCIDENT CLASSIFICATION

| UNIT | COM. | PLACE | DATE | TIME |
|---|---|---|---|---|
| 1 C.N.S. Rivers | 2 | 1 mile S of McCreary | 3-8-44 | 1620 |

H.Q. FILE 1100-122-50

| A/C TYPE | NO. | CRASH CAT. | S.E. | M.E. | DAY | NIGHT |
|---|---|---|---|---|---|---|
| ANSON V | 12250 | NIL | | x | x | |

| PERSONNEL | RANK | NUMBER | DUTY | INJURIES |
|---|---|---|---|---|
| CLARKE, P.J. | WO2 | R98926 | P | Uninj. |
| SHIERS, D.B. GB | LAC | 1609243 | OC | Uninj. |
| GRIFFITHS, L.W. GB | LAC | 1832046 | OC | Uninj. |
| GOOCH, E.C. GB | LAC | 1811434 | OC | Uninj. |
| PINCHBECK, A.B. | CHL | R210264 | WO | Uninj. |

N.F.T.

SIGNAL

| NO. | DATE |
|---|---|
| No sig | |

D 14 (REVISED)

| NO. | CHECKED |
|---|---|
| 1 | |

#4

| ENGINE | ENGINE NUMBER (S) |
|---|---|
| Wasp Jr. | JP29555/JP29618 Nil |

HOURS FLOWN BY PILOTS

| INST. | NIGHT | ON TYPE DUAL | ON TYPE SOLO | TOTAL DUAL | TOTAL SOLO |
|---|---|---|---|---|---|
| 54 | 592 | 216 | 1457 | 246 | 1492 |

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STAT'RY
FATAL
INJ.
3RD
S
INJURY

ACCIDENT CLASSIFICATION

**PURPOSE OF FLIGHT:**
Day navigation exercise.

**NATURE OF ACCIDENT:**
Cruising at 6000' indicated; 130 m.p.h IAS, 1725 RPM, 25½ Hg. mixture .070 to 078, carb temp 30¾ for 2 hours 15 min. Pilot then changed to inner tanks, two minutes later port motor cut out. fuel pressure reading zero, operated wobble pump, turned on interconnecting cock and switched back to outer tanks. Port motor picked up a few revs and died; wobble pump gave no pressure on port. On S.E. for five minutes and stbd cutout. Pilot landed safely.

**CLASSIFICATION:**
17. Forced landing.

**SECONDARY OR CONTRIBUTORY FACTORS:**
27. Engine trouble - no damage.

**TECHNICAL OFFICER'S REPORT:**
NIL

**COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:**
**FINDINGS:** **SUMMARY No.**

**ACTION TAKEN:**
NIL

R. C. A. F. L 20 (REVISED)
2M-5-44 (4638) K. P. 8689
H. Q. 885-L 20

C. C. LTD. 20157-44