

CASPIR Aircraft Accident Cards

Serial: 8226

Title: Avro Anson Mk. II serial:8226 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1944-August-11. Anson II s/n 8226. This accident involved 4 people. Blackler RS, Davidson RG, Duncan AT, Hale DR This accident had 1 fatality. Squadron Leader Robert Stanley Blackler RCAF Killed in Flying Accident service no:C/978 Anson 8226

Keywords: RCAFAnson II,8226,6 BGS,6 Bomb & Gunnery School,Aerodrome,1944-August-11,Blackler,Davidson,Duncan,HaleRCAF L20

Created: 1944-08-11

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#8226>

ACCIDENT CLASSIFICATION

UNIT # 6 B.G.S. Mountain View	COM. 1	PLACE 2 miles SW of M.A.	DATE 11-8-44	TIME 1130
A/C TYPE ANSON II			No. 8226	CRASH CAT. *A*
			H.Q. FILE 1700-82-26	
			S.E.	M.E.
			DAY	NIGHT
			X	X

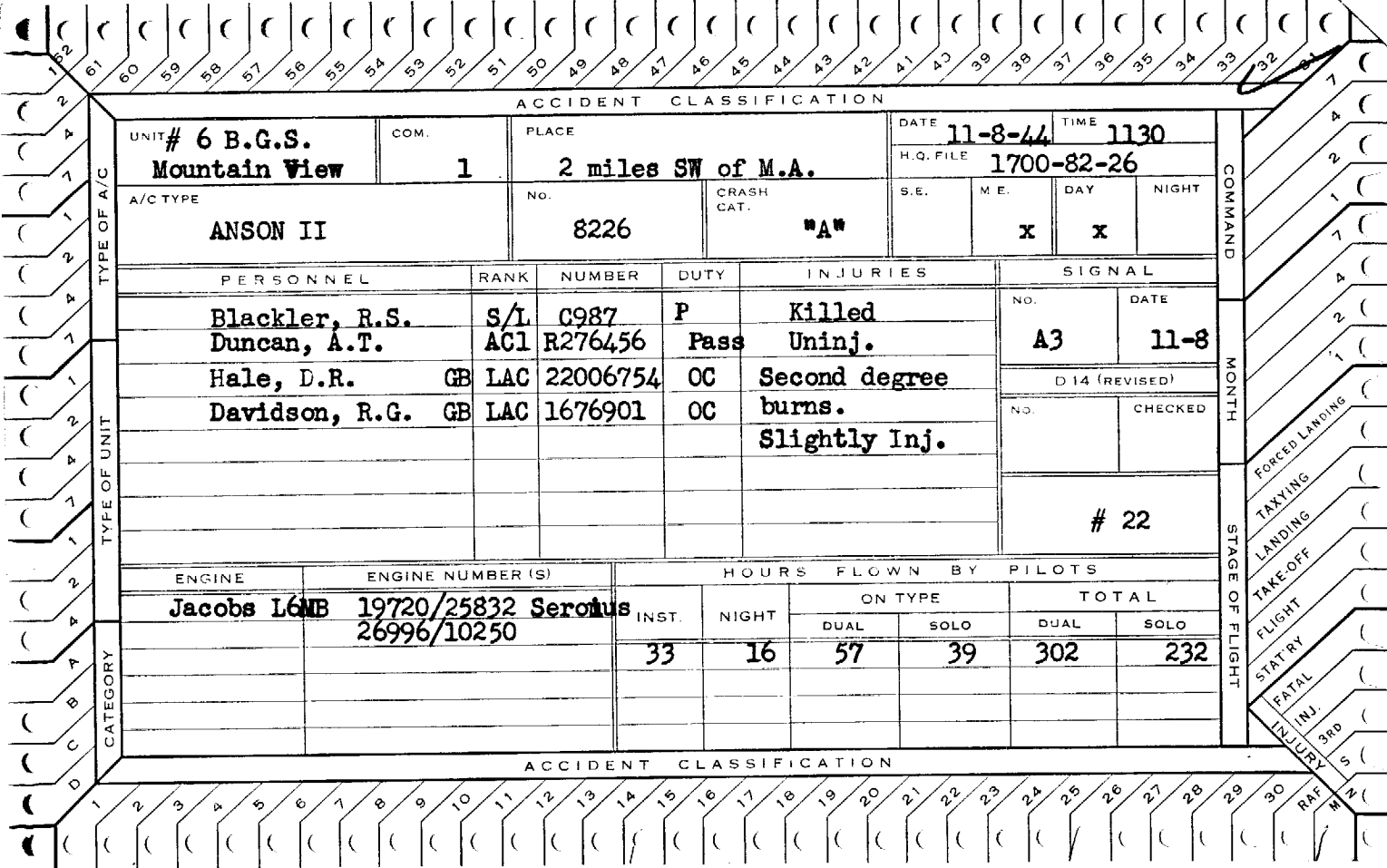
PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Blackler, R.S.	S/L	C987	P	Killed	No. A3	DATE 11-8
Duncan, A.T.	AC1	R276456	Pass	Uninj.	D 14 (REVISED)	
Hale, D.R.	GB LAC	22006754	OC	Second degree	No.	CHECKED
Davidson, R.G.	GB LAC	1676901	OC	burns.	# 22	
				Slightly Inj.		

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Jacobs L6MB	19720/25832 Serotus 26996/10250	33	16	57	39	302	232

ACCIDENT CLASSIFICATION

COMMAND
 MONTH
 STAGE OF FLIGHT

FORCED LANDING
 TAXIING
 LANDING
 TAKE-OFF
 FLIGHT
 STRATRY
 FATAL
 INJ.
 3rd
 INJURY



PURPOSE OF FLIGHT:

Routine bombing exercises.

NATURE OF ACCIDENT:

A/C climbed to between 400 and 500 ' and proceeded to turn S, being to left. Evidence shows that during this turn the port engine lost revs. the propellor diminishing in speed until two of occupants could practically count the revolutions of props. Pilot had intimated to LAC Davision in the cockpit's seat that he would have to return to base. Continued circuit facing east, lost height rapidly even with stbd. motor functioning and it seems apparent from

CLASSIFICATION:

evidence that F.L. became necessary. Undershot field landing downwind and stbd wind and nose seemingly struck rail fence and ground simultaneously.

SECONDARY OR CONTRIBUTORY FACTORS:

15. Forced Land.

26. Engine trouble - Accident.

TECHNICAL OFFICER'S REPORT:

OFM/AOP/PSFP/E/ES/PSDP/CN

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2443

CAUSE: Engine failure of port engine caused forced landing. Pilot undershot field down wind and crashed in belly landing resulting in fire.

RECOMMENDATIONS: Value of this recommendation would

have to be weighed and investigated to see if the advantages would cut weight the disadvantages. In event of a forced landing from low altitude with new type of practice bombs in their racks, might the bomb doors be left open on take-off when doing these exercises. Interrogation of the staff pilots proved to I.O. that little difference was made in climb if these doors were left

CONCLUSIONS OF A.I.B.: Agree with findings.

ACTION TAKEN: