

ACCIDENT CLASSIFICATION

UNIT No. 2 A.N.S.	COB	PLACE 2 miles South of Aerodrome.	DATE 5-12-44	TIME 0245 GMT
			H.Q. FILE 1700-11735	

A/C TYPE <b>ANSON V</b>	NO. <b>11735</b>	CRASH CAT. <b>"A"</b>	S.E.	M.E. <b>X</b>	DAY	NIGHT <b>X</b>
----------------------------	---------------------	--------------------------	------	------------------	-----	-------------------

PERSONNEL		RANK	NUMBER	DUTY	INJURIES	SIGNAL	
STEWART, H. A.,	RAF	F/O	J39573	P	Killed	NO.	DATE
INGRAM, A.H.,	RAF	F/O	154971	2 P	Dangerously Inj <sup>D14</sup>	AF 526	06-12
BROPHY, F.J.,	CAN	Cpl.	R112487	W/OP	Slightly Inj.	D 14 (REVISED)	
FISHER, E.W.,	GB	LAC	3025180	NavU/T	Dangerously Inj	NO.	CHECKED
SHARMAN, J.M.,	GB	LAC	1867241	NavU/T	Uninj.	1	
						2	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
P & W	P14346/19414	Totally					
WASP JR.	S43-4648/20834	"					
R-985-AN-14B		62	166	11	420	143	647
		45	78	12	94	153	458

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

TYPE OF A/C

TYPE OF UNIT

CATEGORY

FORCED LANDING  
 TAXING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATIONARY  
 FATAL  
 INJ.  
 INJURY 3RD  
 INJURY 5TH

PURPOSE OF FLIGHT:

Routine Night Nav. Ex.,

NATURE OF ACCIDENT:

Vis. 10 mls. at 23,30 moon 2 1/2° above horizon bearing 072°T from station. A/C had joined circuit and asked for "Down wind leg Clearance". It was next seen on final crosswind leg and going lower. Approx. position in circuit where A/C should have turned into final approach, Pilot of A/C called Tower on R/T and said "Alpha 83 Both engines have cut". A/C was then seen to go lower and finally disappear. Did not apparently turn into wind.

CLASSIFICATION:

19. ~~Out of Control~~

SECONDARY OR CONTRIBUTORY FACTORS:

26. Engine Trouble - Accident.

TECHNICAL OFFICER'S REPORT:

Nil ILFM/ADP/PSM/ES/PS/PC/14  
CN

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 221

CIRCUMSTANCES: F/O Ingram was detailed to fly on this exercise in capacity of co-pilot to gain experience since he was not a qualified night pilot.

It is not definitely known who was at controls but believed that it was F/O Stewart. A/C turned to cross wind, both engines failed. A civilian described having seen an a/c flying very low with engines sputtering and running in bursts with complete silence following each burst. A/C continued across wind without turning, passed the approach path and crashed into some trees. F/O Stewart was killed in the crash and F/O Ingram died four days later.

CONCLUSIONS OF A.I.B: Cause remains obscure but was apparently due to mishandling of fuel control

ACTION TAKEN: by either pilot or co-pilot. The severe damage resultant from the crash destroyed Nil whatever evidence existed.