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CASPIR Aircraft Accident Cards

Serial: 11995

Title: Avro Anson Mk. V serial:11995 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1945-January-11. Anson V s/n 11995. This accident involved 4 people. Brandon, Dudding, Richardson JT, Unsworth

Keywords: RCAFAnson V,11995,1 AOS,1 Air Observer School,Aurora,1945-January-11,Brandon,Dudding,Richardson,UnsworthRCAF L20

Created: 1945-01-11

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#11995

ACCIDENT CLASSIFICATION

UNIT 1 A.O.S.	COM. 1	PLACE 4 Mls. N.W. Town of Aurora		DATE 11-1-45	TIME 23.15	
				H.Q. FILE 1100-119-95		
A/C TYPE ANSON V		NO. 11995	CRASH CAT. "C"	S.E.	M.E. x	DAY	NIGHT x

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
RICHARDSON, J.T.	AC 2	R297004	P.	Uninj.
BRANDON,	LAC	R163914	Nav.	Uninj.
DUDDING, GB	LAC	983791	Nav.	Uninj.
UNSWORTH,	Sgt.	R251404	WAG	Slight

SIGNAL

NO.	DATE
M 180	12-1

D 14 (REVISED)

NO.	CHECKED

7

ENGINE	ENGINE NUMBER (S)
P. & W.	14470/210876 Slight
Wasp Jr.	14486/210886 Slight

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE DUAL	ON TYPE SOLO	TOTAL DUAL	TOTAL SOLO
47	444	78	1446	88	1773

TYPE OF A/C

TYPE OF UNIT

CATEGORY

COMMAND

MONTH

BASE OF FLIGHT

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
SRD
S
INJURY

RAF

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Night Nav,Flight.

NATURE OF ACCIDENT:

Pilot was lost in snow storm. Developed carburetor icing in both engines and unable to get sufficient altitude te bail crew. Forced landed. Practically no moon. Visibility very low in heavy snow.

CLASSIFICATION:

17..Forced Landing.

SECONDARY OR CONTRIBUTORY FACTORS:

25. Petrol Shortage.

TECHNICAL OFFICER'S REPORT:

Nil FB/AOP/PCN/ES/PM/M/XC1/WVL/WIE

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS: SUMMARY No. 2532.

CAUSE: That accidents and ultimate loss of a/c was caused by unpredicted weather conditions.

RECOMMENDATIONS: 1. Since Central Office and all R.C.A.F. Flying Units presently operating are handicapped in not having available up to the minute Met. information heretofore provided by certain flying units now closed, it is strongly recommended that Met sections continue to operate at such units in order to provide the necessary information for safe flying as long as flying training continues. If full Met. information had been available, the approach of this low pressure area and snow might have been discovered in time to prevent the loss of some or all of these a/c, or assisted in their diversion

ACTION TAKEN:

Nil

R. C. A. F. L 20 (REVISED)
2M-5-44 (4638) K. P. 8689
H. Q. 665-L 20

C. C. LTD. 20157-44