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CASPIR Aircraft Accident Cards

Serial: 11964

Title: Avro Anson Mk. V serial:11964 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1945-January-12. Anson V s/n 11964. This accident involved 4 people. Carmichael JG, Greene WG, Legg JC, Mitchell GB

Keywords: RCAFAnson V,11964,1 AOS,1 Air Observer School,Oshawa,1945-January-12,Carmichael,Greene,Legg,MitchellRCAF L20

Created: 1945-01-12

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#11964

ACCIDENT CLASSIFICATION

UNIT: 1 A.O.S. Malton, Ont.	COM. 1.	PLACE: Oshawa	DATE: 12-1-45 TIME: 0100
			H.Q. FILE: 1100-119-64
A/C TYPE: ANSON V		NO.: 11964	CRASH CAT.: "A"

S.E.	M.E.	DAY	NIGHT
	X		X

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
MITCHELL, G.B.,	Sgt.	R194586	OTWR	Uninj.
GREENE, W.G.,	Cpl.	R159870	1 Nav.	Uninj.
~~EGG~~, J.C.	Cpl.	R122938	2 Nav.	Uninj.
CARMICHAEL, J. G.,	Sgt.	R257555	WAG	Uninj.

SIGNAL NO.	SIGNAL DATE
M.178	12-1

D 14 (REVISED)

NO.	CHECKED

ENGINE	ENGINE NUMBER (S)
	~~PE/229771~~ ~~SE/29792~~

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE DUAL	ON TYPE SOLO	TOTAL DUAL	TOTAL SOLO

TYPE OF A/C | TYPE OF UNIT | CATEGORY

COMMAND | MONTH | STAGE OF FLIGHT

FORCED LANDING | TAXYING | LANDING | TAKE-OFF | FLIGHT | STAT'RY

INJURY: FATAL | INJ. | 3RD | S

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Routine Nav. Ex.

NATURE OF ACCIDENT:

Lost due to weather. Gasoline exhausted. Pilot made wheels up landing on Oshawa Airdrome.

CLASSIFICATION:

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

LB/PCD UW/FEN/ET/PS/PM 1/UOK/B/XCJ WVE

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2532 (cont'd)

It feels however that airmanship displayed by several of these pilots is questionable. One ~~airman~~ criticised the use of Q.D.M. when radio range proved unsatisfactory. Another, altho receiving Q.D.M.'s did not use them correctly, receiving them at 2339 hrs. and abandoning his a/c at 2359 hrs. 185 miles from base. Another asserted that the proper procedure for flying radio range was impossible due to an u/s gyro horizon. The evidence of staff pilots is varied as to the use of H/F D/F and as to the reception by R/T and radio range. The evidence produced stresses the fact that several staff pilots at this unit have little or no confidence in the use of H/F D/F facilities. This in several cases resulted in pilots concerned making no attempt to use these facilities even after channels were closed to them.

ACTION TAKEN:

R. C. A. F. L 20 (REVISED)
2M-5-44 (4636) K. P. 8689
H. Q. 885-L 20

C. C. LTD. 20157-44