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CASPIR Aircraft Accident Cards

Serial: 11981

Title: Avro Anson Mk. V serial:11981 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1945-January-12. Anson V s/n 11981. This accident involved 3 people. De Verteuil , Lubitz E, Russell

Keywords: RCAFAnson V,11981,1 AOS,1 Air Observer School,Zephyr Ontario,1945-January-12,De Verteuil,Lubitz,RussellRCAF L20

Created: 1945-01-12

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#11981

ACCIDENT CLASSIFICATION

UNIT 1 A.O.S.,	COM. 1	PLACE Lot 25 Concession 4 Scott Twshp. Zephyr, Ont.		DATE 12-1-45	TIME 00.30		
				H.Q. FILE 1100-119-81			
A/C TYPE ANSON V		NO. 11981	CRASH CAT. "A"	S.E.	M.E. x	DAY	NIGHT x

PERSONNEL	RANK	NUMBER	DUTY	INJURIES
LUBITZ, E.,	Sgt.	R168239	P.	Uninj.
De VERTEUIL,	LAC	R293679	Nav.	Uninj.
RUSSELL,	Sgt.	R83826	WAG	Uninj.

SIGNAL: NO. M 129 — DATE 12-1

D 14 (REVISED): NO. 2 — CHECKED

STAGE OF FLIGHT: 1

ENGINE	ENGINE NUMBER (S)
P. & W.	29040/211540 Totally
Wasp Jr.	29737/211637 Totally

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE DUAL	ON TYPE SOLO	TOTAL DUAL	TOTAL SOLO
64	419	148	1202	181	1230

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, RAF, N

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Night Nav. Flight

NATURE OF ACCIDENT:

Pilot was caught in very bad weather which was not forecast. Became lost in heavy snow and unable to effect range orientation. As gas became low flew on a northerly heading and abandoned a/c. Practically no moon and visibility extremely low.

CLASSIFICATION:

19. Out of Control

SECONDARY OR CONTRIBUTORY FACTORS:

25. Petrol Shortage.

TECHNICAL OFFICER'S REPORT:

Nil IM/P/PCN/XCI/WVL

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2532 (cont'd)

REMARKS OF UNIT C.O. Concur.

CONCLUSIONS OF A.I.B.: Concur. These accidents appear to have been caused by unpredicted weather and inexperience on part of some of the pilots. Note: No blame can be attached to forecast of Met. personnel. Court is of opinion that routes selected on basis of weather information available was sound. Evidence shows no forecast can lay down definite limits of precipitation. Also shows that no heavy snow was experienced until most northerly part of the exercise was reached. This was the area of precipitation predicted. However, on latter part of return leg all pilots experienced heavy snow showersover an area greater than had been predicted. Court also does not hold pilots at fault for final action taken: action in abandoning their a/c.

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