

## CASPIR Aircraft Accident Cards

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**Serial:** 11521

**Title:** Avro Anson Mk. II serial:11521 Accident Card

**Author:** Royal Canadian Air Force (RCAF)

**Subject:** This accident involved 1 aircraft on 1945-January-29. Anson II s/n 11521. This accident involved 3 people. Fairburn WR, Norris K, Stanley RF

**Keywords:** RCAFAnson II,11521,19 SFTS,19 Service Flying Training School,Aerodrome,1945-January-29,Fairburn,Norris,StanleyRCAF L20

**Created:** 1945-01-29

**Link:** <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#11521>

**ACCIDENT CLASSIFICATION**

UNIT <b>19 S.F.T.S. VUCAN, Alta</b>	COM. <b>2</b>	PLACE <b>M. A.,</b>	DATE <b>29-1-45</b>	TIME <b>23.55</b>
A/C TYPE <b>ANSON II</b>			NO. <b>11521</b>	CRASH CAT <b>Wp</b>
H.Q. FILE <b>1100-115-21</b>		S.E.	M.E. <b>X</b>	DAY
				NIGHT <b>X</b>

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
					NO.	DATE
<b>STANLEY, R.F.,</b>	<b>F/O</b>	<b>J42876</b>	<b>P.</b>	<b>Uninj.</b>	<b>LG.3</b>	<b>30-1</b>
<b>FAIRBURN, W.R.,</b>	<b>LAC</b>	<b>R268117</b>	<b>P.P.</b>	<b>Uninj.</b>	D 14 (REVISED)	
<b>NORRIS, K.,</b>	<b>LAC</b>	<b>R268587</b>	<b>Pass.</b>	<b>Uninj.</b>	NO.	CHECKED
					<b>6</b>	
					<b>26</b>	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
<b>Jacobs</b>	<b>P2894/16715 Slight</b>	<b>54</b>	<b>73</b>	<b>10</b>	<b>414</b>	<b>92</b>	<b>517</b>
<b>L6MB</b>	<b>S26178/10882 Slight</b>						

**ACCIDENT CLASSIFICATION**

COMMAND

MONTH

STAGE OF FLIGHT

- FORCED LANDING
- STRAYING
- LANDING
- TAKE-OFF
- FLIGHT
- STABILITY
- FATAL
- INJURY
- NO.
- 5th
- 8
- 9
- 10
- 11
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- 22
- 23
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- 25
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- 27
- 28
- 29
- 30
- BAR
- 1
- 2
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- 5
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- 10
- 11
- 12
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PURPOSE OF FLIGHT:

Night Circuits

TECHNICAL OFFICER'S REPORT:

N11

LS/ANT/UBF

NATURE OF ACCIDENT:

Stbd. Brake seized on landing causing aircraft to ground loop and nose up.

Remarks of Unit C.O: From evidence obtained from this state of the tire it is obvious that stbd wheel was locked solid on landing. Inclined to believe that this was result of something undetermined, but other than inadvertant locking of the brake levers on downwind leg since the locking levers would not be so effective as to completely lock a wheel so that it would not rotate somewhat on landing, and also only one wheel behaved in this manner.

CLASSIFICATION:

2. Swung

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

N11

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.