

TYPE OF A/C		PILOT		OTHERS		AIRFRAME FAILURE		ENGINE FAILURE	
CAUSES OF ACCIDENTS									
UNIT		COM.		PLACE		DATE		TIME	
No.1 C.N.S. Rivers, Man.		#2		Parking Strip No. 1 C.N.S. Rivers.		30-5-42		1240	
A/C TYPE		No.		CRASH CAT.		SE		ME	
Anson 1		6069		N.A.		x		x	
NAME		RANK		NO.		DUTY		INJURIES	
Collishaw, R.H.		P.O.		1437379		P.		Uninjured	
Swight, H.B.		Sgt.		R110919		Nav.		"	
Jones, A.N.		Sgt.		R143672		Nav.		"	
Sprouls, S.L.		LAC		R149684		W.O.		"	
Goebels, J.H.		AC2		R149537		A.F.M.		Severely Injured	
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL NO.	
Anson 1		6069		Nil					
Cheetah IX		10176		Nil					
Cheetah IX		10175		Nil					
SIGNAL NO. & DATE		UNIT NO. & DATE		COM. NO. & DATE		REPORT		FILE	
P.143		30-5-42							
NATURE OF ACCIDENT									

DUTY ON WHICH ENGAGED:

Navigation Exercises.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT: Court of Inquiry

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

ANSON 6069 WAS BEING STARTED UP FOR AFTER-
NOON NAVIGATION FLIGHT, PORT ENGINE STOPPED.
STARBOARD ENGINE BEING STARTED. STBD WINDOW
OPEN. PILOT STATED HE HEARD AC2 GOEBELS SAY
"SWITCHES OFF, GAS ON", WHICH HE REPEATED.

PILOT THEN SAID HE THEN HEARD GOEBELS SAY
"CONTACT". WHEN HE SAW PROPELLER ROTATING HE
SWITCHED STARBOARD MASTER SWITCHES TO "ON"

ENGINE STARTED AND HE HEARD A THUMP AND IMMEDIATELY
STOPPED ENGINE. PILOT STATES HE DID NOT SEE
PRIMARY CAUSE: GOEBELS DURING THE ABOVE TIME
AT ALL.

~~Misunderstanding between the pilot
and Goebel, in that, Goebel was
priming the engine when the pilot
thought he was starting it.~~

PROP.

(24)

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~AC2 Goebel, hit by propeller.~~

DATE: 30/5/42.

COMPOSITION:

F/L Woolfenden, J. No. 1 C.N.S. Rivers, Manitoba.

RECOMMENDATIONS:

The main switches be moved to the "on" position only
after the engine has fired on the hand (booster)
magneto be included as a rule in starting procedure.
Visual signals only to be used in starting Avro Anson
A/C. All signals to be repeated.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER
Nil.

CONCLUSIONS OF A.I.B.

While agreeing with the Findings it is considered that
the pilot should take most of the blame for this
accident.

RECORDED BY

DATE

CHECKED BY

DATE