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# CASPIR Aircraft Accident Cards

**Serial:** 6882

**Title:** Avro Anson Mk. I serial:6882 Accident Card

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

**Subject:** This accident involved 1 aircraft on 1943-October-08. Anson I s/n 6882. This accident involved 6 people. Bellamy GC, Campbell JJ, Carnegie CG, Macphee AT, Schmok OE, Wieneks FH

**Keywords:** RCAFAnson I,6882,1 CNS,1 Central Navigation School,Aerodrome,1943-October-08,Bellamy,Campbell,Carnegie,Macphee,Schmok,WieneksRCAF L20

**Created:** 1943-10-08

**Link:** https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000123#6882

ACCIDENT CLASSIFICATION

| UNIT | COM. | PLACE | DATE | TIME |
|---|---|---|---|---|
| 1 C.N.S. Rivers | 2 | M.A. | 8-10-43 | 2045 |

H.Q. FILE 1100-68-82

| A/C TYPE | NO. | CRASH CAT. | S.E. | M.E. | DAY | NIGHT |
|---|---|---|---|---|---|---|
| ANSON I | 6882 | Nil | | x | | x |

| PERSONNEL | RANK | NUMBER | DUTY | INJURIES |
|---|---|---|---|---|
| MacPhee, A.T. | P/O | J27788 | P | Uninj. |
| Campbell, J.J. GB | LAC | 1567686 | OC | Uninj. |
| Schmok, O.E. | LAC | R177869 | OC | Uninj. |
| Wieneks, F.H. | ACI | R196373 | WOG | Uninj. |
| Carnegie, C.G. | LAC | R139137 | MECH | SLIGHTLY Inj. |
| Bellamy, G.C. | LAC | | B | Uninj. |

NAFB

SIGNAL

| No. | Date |
|---|---|
| A.516 | 9-10 |

D 14 (REVISED)

| No. | Checked |
|---|---|
| | ✓ |

#6

| ENGINE | ENGINE NUMBER (S) | HOURS FLOWN BY PILOTS | | | | | |
|---|---|---|---|---|---|---|---|
| | | INST. | NIGHT | ON TYPE | | TOTAL | |
| | | | | SOLO | DUAL | SOLO | DUAL |
| Cheetah IX | 13287/AS30255 nil<br>10769/AS31303 Nil | 49 | 99 | 50 | 1 | 787 | 114 |

ACCIDENT CLASSIFICATION

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
RAF
M
N

PURPOSE OF FLIGHT:

Navigation exercise.

NATURE OF ACCIDENT:

Mechanic stepped up and started to swing propeller for sucking in without receiving any word from pilot that the switches were off and the gas was on. Pilot had just taken his position in cockpit and a mechanic was still cleaning the perspects when the accident happened.

CLASSIFICATION:

56. Propeller swinging. (24)

SECONDARY OR CONTRIBUTORY FACTORS:

17. Disobedience of standing orders.

TECHNICAL OFFICER'S REPORT:

Nil

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS: SUMMARY No. 2124

In sucking in the stbd engine by hand LAC Carnegie was injured when engine fired.

CAUSE - Faulty airscrew swinging drill on the part of LAC Carnegie in that he primed and started to suck in by hand the engine without any visual or verbal signals from pilot at controls.

RECOMMENDATIONS

1. That visual as well as verbal signals be used in starting the stbd. engine of Anson I a/c.
2. That pilots be instructed to see that ignition switches are off immediately upon entering a/c.

CONCLUSIONS OF A.I.B.

Agree with findings.

ACTION TAKEN:

Nil

(41)

R. C. A. F. L 20 (REVISED)
7M-4-43 (3202) K. P. 5051
H. Q. 885-L 20

C. C. LTD. 7084-43