

Gould, Gordon Hugh

Age: 20
Nationality: English
Rank: Pilot/Officer
Unit: No. 32 OTU
Occupation: Pilot
Service No: 151720 (RAFVR)



Birth: 2 June 1923
Wandsworth, London
England

Home Town: Southfields, London,
England

Death: 4 June 1943

Crash of Avro Anson 6974
Qualicum Beach, BC, Canada

Burial: Royal Oak Burial Park, Victoria
B.C., Canada

Burial: P/O Jack Hanson Briggs, Navigator? RAFVR;
F/S Kenneth Charles Huard, Pilot, RAFVR;
P/O, John Hubert Schwab, WAG, RCAF.

Biography

Gordon Hugh Gould was born on 2 June 1923, in Wandsworth, London, England. His father was Thomas Gordon Gould and his mother Dorothy May Wiseman, both Londoners probably born in Fulham.

A Thomas Gordon Gould of the right age range and from Fulham enlisted in the Royal Naval Air Service in 1916 when he was 18.

Gordon Gould was one of the many RAFVR pilots sent to Canada, where he was completing his training in No. 32 Operational Training Unit.

On 4 June 1943, two days after his 20th birthday, Gordon was one of a crew of four on Avro Anson 6974 when it crashed and burned in Qualicum Beach, B.C., Canada. All four crew members were killed in the accident.



War Graves site in Royal Oak Burial Park, Victoria, B.C., Canada

Details of Crash

Avro Anson 6974, previously RAF, AW789, was taken on by the RCAF in October 1941, when it was sent to No. 10 Repair Depot in Calgary. It was delivered to Western Command in March 1943.

At 9:15 on the morning of 4 June 1943, the Anson, piloted by F/S Huard, took off on a three hour W/T familiarization exercise with a crew of four:

P/O Jack Hanson Briggs	Navigator?	RAFVR
P/O Gordon Hugh Gould	Observer?	RAFVR
F/S Kenneth Charles Huard	Pilot	RAFVR
P/O John Hubert Schwab	WAG	RCAF

F/S Huard, the pilot, had 716:45 hours in service flight, 518 on Ansons. The route to be taken was Base to Pachena Point, to local flying area.

Approximately 45 minutes after the W/T “Go” was given, a W/T communication was received with the position of the aircraft. This was the last communication until 11:10 am when a report was received from Aircraft Detection Corps that an aircraft had crashed into a house in Qualicum Beach. This aircraft was identified as Anson 6974. It was subsequently ascertained that the aircraft had burst into flames and completely burnt out.

Eyewitnesses of the accident saw the aircraft travelling east; one witness stated at 2,000 ft., another at 500 – 900 ft. The witnesses agreed that when the aircraft made a left hand turn the angle of the bank increased continually until the bank was vertical, the aircraft was slipping and lost about 200 ft. The aircraft suddenly ‘snapped’ in such a way that it was again flying level and heading east and, according to the witnesses, parts of the aircraft were flying off.

The aircraft entered into a dive, rolled over on its back, disappeared behind the trees, crashed and caught fire. They saw no smoke or flame coming from the aircraft while it was in the air and, before they heard the crash, the engines sounded normal to them. The port portion of the mainplane had broken away and landed about 300 yards from the wreckage; just outside a row of cottages at Qualicum Beach. Some property damage was done leading to a claim from one owner of \$116.00. All four occupants of the Anson were killed outright.

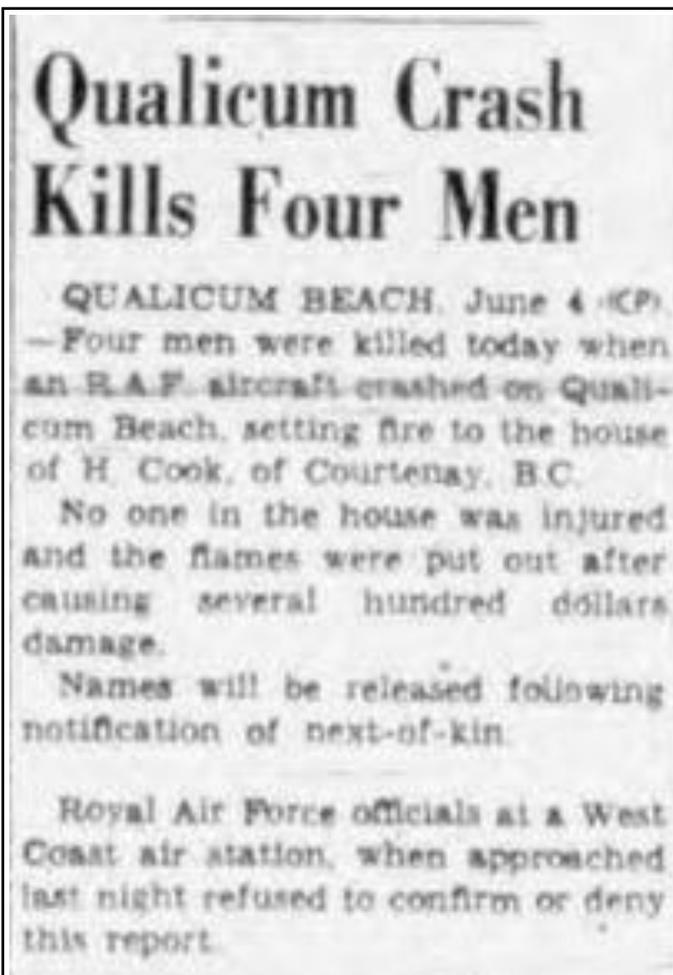
The cause of the accident according to the subsequent inquiry was structural failure of the port wing. A contributing factor could have been strain imposed during the near vertical banking.

The recommendation given was that all pilots be warned not to impose unnecessary strain on Anson aircraft and that said aircraft should only be flown level.

The C.I Accidents wrote:

“I discussed this accident with the S.A.N.C. Western Air Command during my recent visit and he is quite convinced that the failure originated in the lower boom of the front spar, a contributory cause of the failure being the gluing at

this point. There have been several structural failures in Ansons recently which have occurred during high speed dives but for which no satisfactory answer has been found. I have cabled the Accident Investigation Branch at the Air Ministry to see if they have any information which would help us.”



*From Victoria Times Colonist
5 June 1943*

