

## CASPIR Aircraft Accident Cards

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**Serial:** Z2134

**Title:** Consolidated Canso Mk. I serial:Z2134 Accident Card

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

**Subject:** This accident involved 1 aircraft on 1941-October-24. Catalina s/n Z2134. This accident involved 6 people. Earl JL, Egan WG, Jones , Levitin N, McCormack RE, Smith R

**Keywords:** RCAF Catalina ,Z2134,116 ,116 BR DETACH,Botwood  
Newfoundland,1941-October-24,Earl,Egan,Jones,Levitin,McCormack,SmithRCAF L20

**Created:** 1941-10-24

**Link:** <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000357#Z2134>



DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Landing on return from patrol

OR COMMANDING OFFICER'S REPORT:

STbd Wing TIP TORN - FLOAT STRUTS  
COLLAPSED - Hull badly twisted.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

14/11/44/1-1

The aircraft made a normal approach but made contact with the water about 400 yards short of the flare path. It then veered sharply to starboard--a trait of these aircraft when landed with the nose down.

RECOMMENDATIONS:

N.A.

PRIMARY CAUSE:

Error in judgement of pilot in that he did not flatten out his glide in time and struck the water short of the flare path. Lack of training in night flying. This pilot had never done any night flying on Catalina aircraft.

ACTION TAKEN:

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

Efforts being made to give pilots at least three night take-offs and landings before sending them out on patrols involving night flying. No disciplinary action indicated.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Pilot fatigue. Type of flares used. Flares used were flush with the water. Type used before by the pilot have an additional light on a pole 6 feet above the water.

RECORDED BY

DATE

CHECKED BY

DATE