

CASPIR Aircraft Accident Cards

Serial: FP294

Title: Consolidated Canso Mk. IB serial:FP294 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1943-October-09. Catalina IB s/n FP294. This accident involved 8 people. Fox GH, Sorel JPE, Ross J, Fletcher JC, Cavanagh AB, Boland WL, Maloney FE, Gledhill JW

Keywords: RCAF Catalina IB, FP294, 120 Sqn, 120 Squadron, Aerodrome, 1943-October-09, Boland, Cavanagh, Fletcher, Fox, Gledhill, Maloney, Ross, Sorel RCAF L20

Created: 1943-10-09

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000357#FP294>

ACCIDENT CLASSIFICATION

UNIT 120 B.R. Sqn. Coal Harbour	COM. W	PLACE 1 mile S.W. of M.A.	DATE 9-10-43	TIME 2035
A/C TYPE CATALINA IB	No. FP 294	CRASH CAT. "C"	S.E. x	NIGHT x
			H.Q. FILE 1300-FP294	COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Boland, W.L.	P/O	J28394	CAPT	Uninj.	No. X668	DATE 10-10
Gledhill, J.W.	S/L	C387	2ndP	Uninj.	D 14 (REVISED)	
Sorel, J.P.E.	F/O	J13800	NAV	Uninj.	No.	CHECKED
Cavanagh, A.B.	F/S	4132	AEM (FE)	Uninj.	#1	
Fox, G.H.	SGT	R81285	AFM (AG)	Uninj.		
Fletcher, J.C.	WO2	R106965	WOAG	Uninj.		
Maloney, F.E.	F/S	R121347	WOAG	Uninj.		
Ross, J.	SGT	R95032	WOAG	Uninj.		

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
Pratt & Whitney	41438/19294 41439/19295	Nil					
S103-C		35 41	72 50	200 50	6 4	545 1114	120 105
						40	10

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING

TAXYING

LANDING

TAKE-OFF

FLIGHT

STAIRY

FATAL

INJ.

3RD

INJURY

S

61 60 59 58 57 56 55 54 53 52 51 50 49 48 47 46 45 44 43 42 41 40 39 38 37 36 35 34 33 32 31

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

PURPOSE OF FLIGHT:

Night patrol.

TECHNICAL OFFICER'S REPORT:

Nil

700/100

NATURE OF ACCIDENT:

While taxiing towards flare path
a/c nose struck a log end on. Log
was 30' long 1' thick, the first 10'
of the near end being under water. A
hole was punched in the nose of a/c
and it was taxied ashore.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~2. Hitting obstructions.~~

COLLISIONS.

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SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Nil