

## CASPIR Aircraft Accident Cards

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**Serial:** 9738

**Title:** Consolidated Canso Canso A serial:9738 Accident Card

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

**Subject:** This accident involved 1 aircraft on 1943-October-26. Cnso A s/n 9738. This accident involved 7 people. Burrows PL, David JY, Denton WAR, McCuaig VK, Nash NL, Plochl A, Shaw JD

**Keywords:** RCAF Canso A, 9738, 5 Sqn, 5 Squadron, Gander Airport, 1943-October-26, Burrows, David, Denton, McCuaig, Nash, Plochl, Shaw RCAF L20

**Created:** 1943-10-26

**Link:** <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000357#9738>

ACCIDENT CLASSIFICATION

UNIT <b>5 (BF) Sqn.</b>	COM. <b>E</b>	PLACE <b>Gander airport</b>	DATE <b>26-10-43</b>	TIME <b>1150 GMT</b>
A/C TYPE <b>CANSO "A"</b>	No. <b>9738</b>	CRASH CAT. <b>C 14</b>	H.Q. FILE <b>1100-97-38</b>	
		S.E.	M.E.	DAY NIGHT
			<b>x</b>	<b>x</b>

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
					No.	DATE
McCuaig, V.K.	F/O	J11815	P	Uninj.	A.447	26-10
Nash, N.L.	P/O	J27069	2ndP	Uninj.		
Plochl, A.	WO1	R77206	MAV	Uninj.	D 14 (REVISED)	
Burrows, P.L.	WO2	F62934	WOAG	Uninj.	1	CHECKED
Denton, W.A.R.	SGT	F59459	ENG	Uninj.		
David, J.Y.	LAC	R127290	ENG	Uninj.	No. 1	
Shaw, J.D.	SGT	R85842	WOAG	Uninj.		

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				SOLO	DUAL	SOLO	DUAL
P&W Wasp	P.A202861/7168	Nil					
	S.20753/9902	Nil					

ACCIDENT CLASSIFICATION

COMMAND

MONTH

STAGE OF FLIGHT

TYPE OF A/C

TYPE OF UNIT

CATEGORY

7  
4  
2  
1  
7  
4  
2  
1  
1  
FORCED LANDING  
TAXYING  
LANDING  
TAKE-OFF  
FLIGHT  
START BY  
FATAL  
INJ  
3rd  
INJURY  
5  
2

PURPOSE OF FLIGHT:

To carry out patrol.

NATURE OF ACCIDENT:

Nose wheel collapsed at start of take-off run. Water from bilge probably caused corrosion on spring and increased pressure on nose wheel by opening throttle for takeoff caused nose wheel to collapse.

TECHNICAL OFFICER'S REPORT:

Verbal reports indicate that full spring pressure not available in jack for down lock latch, possibly due to corrosion, permitting latch to release prematurely. AFTEO E.1/40/58 had not been embodied.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

33. Technical defect. 5

SECONDARY OR CONTRIBUTORY FACTORS:

31. Undercarriage down but not fully locked. 35

ACTION TAKEN:

NIL