

ACCIDENT CLASSIFICATION

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

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

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

TYPE OF A/C

TYPE OF UNIT

CATEGORY

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 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62

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