

CASPIR Aircraft Accident Cards

Serial: 11020

Title: Consolidated Canso A serial:11020 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1944-January-14. Cnso A s/n 11020. This accident involved 4 people. Andrunyk P, Grantham RA, Jones EJS, Luke LW

Keywords: RCAF Canso A, 11020, 3 OTU, 3 Operational Training Unit, Sea Island British Columbia, 1944-January-14, Andrunyk, Grantham, Jones, Luke RCAF L20

Created: 1944-01-14

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000357#11020>

122 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

ACCIDENT CLASSIFICATION

UNIT 3 O.T.U. Patricia Bay	COM. W	PLACE Sea Island, B.C.	DATE 14-1-44	TIME 1525
A/C TYPE CANSO "A"		NO. 11020	CRASH CAT. "D"	H.Q. FILE 1100-110-20
		S.E.	M.E.	DAY
			X	X
		NIGHT		

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
JONES, E.J.S.	W/C	37740	P	Uninj.	No.	DATE
LUKE, L.W.	S/L	C509	PASS	Uninj	A0365	14-1
ANDRUNYK, P.	SGT	R105847	AEM	Uninj	D 14 (REVISED)	
GRANTHAM, R.A.	CPL	R157508	AEM	Uninj	No.	CHECKED
					5	<input checked="" type="checkbox"/>
					#2	

MONTH

FORCED LANDING

TAXIING

LANDING

TAKE-OFF

FLIGHT

STATRY

FATAL

INJ. 3RD

INJURY 5

RAF M 2

TYPE OF A/C

TYPE OF UNIT

CATEGORY

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
PRATT WHITNEY	20242/79630 Nil	INST.	NIGHT	ON TYPE		TOTAL	
	20231/81433 Nil			SOLO	DUAL	SOLO	DUAL
		95	200	14	2	2200	70

ACCIDENT CLASSIFICATION

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:

Ferrying personnel

TECHNICAL OFFICER'S REPORT:

James ...

NATURE OF ACCIDENT:

Nose wheel retracted as engines were opened for take-off a/c skidded forward on bow for a short distance.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

Remarks of Unit C.O.

A technical investigation has failed to reveal any mechanical defect likely to have been responsible. It seems impossible that u/c had not been lowered and locked correctly since a/c had been landed, taxied, stood and again taxied prior to the failure on take off. It is well established that either pilot or co-pilot attempted to retract u/c during take off and had this been done the main wheels would also have collapsed. Reason for this accident would therefore seem to be inexplicable.

CLASSIFICATION:

~~57. Miscellaneous.~~

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16. Others

SECONDARY OR CONTRIBUTORY FACTORS:

~~31. U/C down but not fully locked.~~

32. U/c drill - on ground.

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ACTION TAKEN:

Nil