

CASPIR Aircraft Accident Cards

Serial: 9796

Title: Consolidated Canso A serial:9796 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1944-December-08. Cnso A s/n 9796. This accident involved 9 people. Brown JKA, Emburgh LV, Emerson FS, Fetterley JJE, Kueske KC, Paraton JEJ, Roy JTH, Stone G, Towse RAE

Keywords: RCAF Cnso A, 9796, 161 Sqn, 161 Squadron, Yarmouth Nova Scotia, 1944-December-08, Brown, Emburgh, Emerson, Fetterley, Kueske, Paraton, Roy, Stone, Towse RCAF L20

Created: 1944-12-08

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000357#9796>

ACCIDENT CLASSIFICATION

UNIT 161 Sqdn. BR	COM. E.	PLACE Windward end of runway 200.	DATE 8-12-44	TIME 19.10
Yarmouth, N.S.,			H.Q. FILE 1100-97-96	
A/C TYPE CANSO A	NO. 9796	CRASH CAT. WC	S.E.	M.E. X
			DAY X	NIGHT

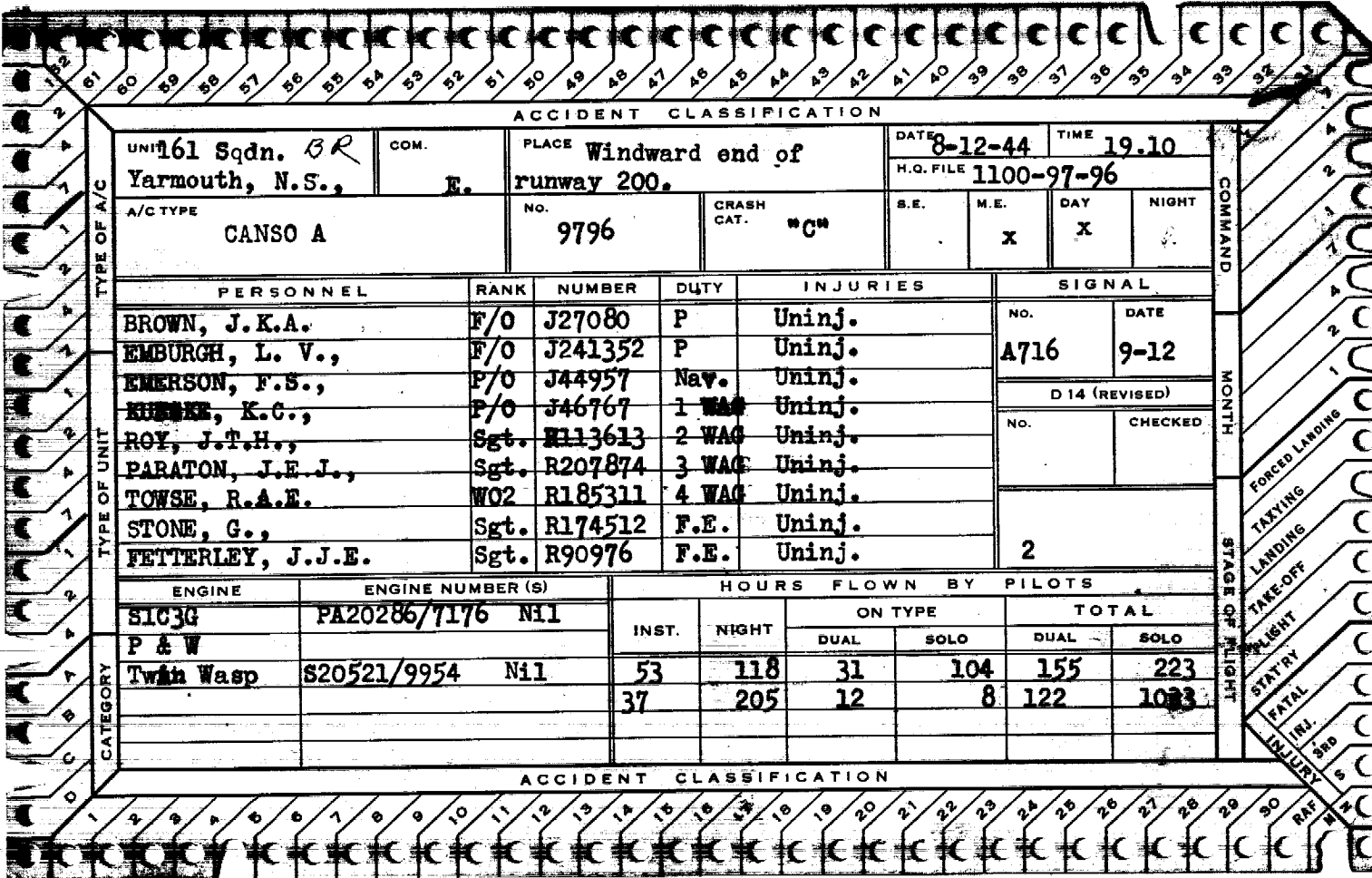
COMMAND
MONTH
STAGE OF FLIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
BROWN, J.K.A.	F/O	J27080	P	Uninj.	NO. A716	DATE 9-12
EMBURGH, L. V.,	F/O	J241352	P	Uninj.	D 14 (REVISED)	
EMERSON, F.S.,	F/O	J44957	Nav.	Uninj.	NO.	CHECKED
KUMMER, K.C.,	F/O	J46767	1 WAG	Uninj.		
ROY, J.T.H.,	Sgt.	R113613	2 WAG	Uninj.	2	
PARATON, J.E.J.,	Sgt.	R207874	3 WAG	Uninj.		
TOWSE, R.A.E.	WO2	R185311	4 WAG	Uninj.		
STONE, G.,	Sgt.	R174512	F.E.	Uninj.		
FETTERLEY, J.J.E.	Sgt.	R90976	F.E.	Uninj.		

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STRUTTY
FATAL
INJURY
5th
6th

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
SIC3G	PA20286/7176	N11					
P & W							
Twth Wasp	S20521/9954	N11	53	118	31	104	155
			37	205	12	8	1023

ACCIDENT CLASSIFICATION



PURPOSE OF FLIGHT:

Night A/S Sweep

NATURE OF ACCIDENT:

U/C collapsed on landing at night
visibility 5 miles.

CLASSIFICATION:

5. U/C Failure.

SECONDARY OR CONTRIBUTORY FACTORS:

35. U/C Defect

R. C. A. F. L 20 (REVISED)
2M-5-44 (4638) K. P. 8689
H. Q. 885-L 20

TECHNICAL OFFICER'S REPORT:

NiA

LUC/UDM

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY NO. 2502

CAUSE: Result of hyd. system failure, and inability of Flight Engineer to make a positive check of the u/c down locks. All local orders were complied with. Visual check carried out by Sgt. Fetterly to determine the position of the u/c as per instructions obtained whilst training at # 3 O.T.U., Pat. Bay. These instructions do not cover a positive check for security of u/c locks.

RECOMMENDATIONS: (1) No blame be laid against pilot as F.E. should check position of u/c before landing. (2) No blame be laid against F.E. because his instructions were inadequate for positive check. (3) Amendment be made to unit Aircrew Orders and A/C Maintenance and Erection Manual.

CONCLUSIONS OF A.I.B.: Agree with findings. However

ACTION TAKEN: proper observations of butt ends of main support struts and lock extension lever, combined with correct use of operating rod would have prevented

this accident.

C. C. LTD. 20157-44