

## CASPIR Aircraft Accident Cards

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**Serial:** 11013

**Title:** Consolidated Canso A serial:11013 Accident Card

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

**Subject:** This accident involved 1 aircraft on 1945-April-16. Cnso A s/n 11013. This accident involved 9 people. Caldwell FF, Clemens CE, Dennis GH, Eidem HW, Friesen C, Leavitt WL, Parry RE, Relf JA, Ewasiuk W

**Keywords:** RCAF Cnso A, 11013, 4 Sqn, 4 Squadron, Tofino Stn, 1945-April-16, Caldwell, Clemens, Dennis, Eidem, Ewasiuk, Friesen, Leavitt, Parry, Relf RCAF L20

**Created:** 1945-04-16

**Link:** <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000357#11013>

ACCIDENT CLASSIFICATION

UNIT **4 (BR) Sqdn. Tofino, B.C.** COM. **W.** **Following Passage 5 mls. N.W. Tofino, Station** DATE **16-4-45** TIME **11.10 PM** H.Q. FILE **1100-110-13**

A/C TYPE **CANSO "A"** NO. **11013** CRASH CAT. **E** S.E. M.E. DAY NIGHT **X X**

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
LEAVITT, W.L.,	F/O	J37562	P.	Uninj.	NO.	DATE
RELF, J.A.,	F/O	J44507	P.	Uninj.	No Sig.	
DENNIS, G.H.,	Sgt.	R196286	O.C.	Uninj.	D 14 (REVISED)	
CLEMENS, C.E.,	P/O	J45417	O.C.	Uninj.	NO.	CHECKED
PARRY, R.E.,	P/O	J46897	W.O.	Uninj.	3	
EIDEM, H.W.,	P/O	J50546	W.O.	Uninj.		
EWASIUK, W.,	P/O	C48617	O.C.	Uninj.		
FRIESEN, G.,	F/S	R80425	O.C.	Uninj.		
CALDWELL, F.F.,	P/O	J50266	W.O.	Uninj.		

ENGINE	ENGINE NUMBER(S)	HOURS FLOWN BY PILOTS		ON TYPE		TOTAL	
P. & W. 520508/9941 TWIN Wasp P.20697/11586 R1830 81C3G	Seriously Nil	INST	NIGHT	DUAL	SOLO	DUAL	SOLO
		50	125	359	767	559	366
		27	51	341	56	514	152
(Acting as Second Navigator).							

ACCIDENT CLASSIFICATION

COMMAND  
MONTH  
STAGE OF FLIGHT

FORCED LANDING  
TAXYING  
LANDING  
TAKE-OFF  
FLIGHT  
STRAY  
FATAL  
INJ.  
INJURY

TYPE OF A/C  
TYPE OF UNIT  
CATEGORY

PURPOSE OF FLIGHT:

Compass Swing.

TECHNICAL OFFICER'S REPORT:

Presence of bearing metal in oil filters indicates bearing seizure.

NATURE OF ACCIDENT:

Std. engine seized up as a/c was clearing circuit after takeoff. Pilot feathered prop. concerned and proceeded to Browning Passage, 5 mls. N.W. Tofino Stn. where normal water landing was made. Pressures and temperatures were normal up to time of seizure. A/C was climbing at 2300 r.p.m. and 35" hg. at time of failure. Engine concerned had tested o.k. on runup on button prior to take off. Take off had been made using 2700 r.p.m. and 45" Hg.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

SFE/AOP/ES/IM/M/I

CLASSIFICATION:

27. Engine Trouble - No Damage.

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Nil