

CASPIR Aircraft Accident Cards

Serial: 11013

Title: Consolidated Canso A serial:11013 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1945-June-11. Cnso A s/n 11013. This accident involved 9 people. Bruce A, Buchanan RJ, Chapman JL, Gair FJ, Gardhouse AJ, Harpelle H, Riley WJ, Sherwood CF, Stubbs FW

Keywords: RCAF Cnso A, 11013, 4 Sqn, 4 BR Squadron, Tofino Aerodrome, 1945-June-11, Bruce, Buchanan, Chapman, Gair, Gardhouse, Harpelle, Riley, Sherwood, Stubbs RCAF L20

Created: 1945-06-11

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

ACCIDENT CLASSIFICATION									
UNIT	4 BR Sqdn.	COM.	W	PLACE	Button runway 10 of runway 28-10 Tofino Aerodrome	DATE	11-6-45	TIME	0950
A/C TYPE	CANSO "A"	NO.	11013	CRASH CAT.	"C"	H.R. FILE	1100-110-13		
						S.E.	M.E.	DAY	NIGHT
							X	X	
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL		
GARDHOUSE, A.J.,	F/O	J46856	P.	Uninj.	No.	DATE			
BRUCE, A.,	P/O	C50072	P.	Uninj.	A.583	11-6			
RILEY, W.J.	P/O	J46142	Nav.	Uninj.	D 14 (REVISED)				
BUCHANAN, R.J.,	F/O	J38190	Nav.	Uninj.	No.	CHECKED			
GAIR, F.J.,	F/O	J46031	WAG	Uninj.	1				
SHERWOOD, C.F.	F/S	R198725	WAG	Uninj.					
CHAPMAN, J.L.,	F/S	R220486	WAG	Uninj.					
HARPELLE, H.,	P/O	C49319	F.E.	Uninj.					
STUBBS, F.W.,	WO2	R144166	F.E.	Uninj.					
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Twin Wasp SLC3C	20697/11586 Nil		INST.	NIGHT	ON TYPE		TOTAL		
	20727/12308 Nil				DUAL	SOLO	DUAL	SOLO	
			43.	50.	27.	888.	152.	955.	
			91.	100	14.	6.	164.	1652.	

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.

980
5

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Patrol

NATURE OF ACCIDENT:

Pilot had returned to base due to leak in hydraulic system. In circuit, wheels were selected down. Nose wheel locking "click" was audibly heard by F.E. and pilots. Nose wheel was subjected to thorough test with bar by F.E.. Engineer concerned is commissioned and is tour expired on Canso "A" a/c and is considered quite reliable. Normal landing was made on main wheels only, with hydraulic pressure noted at 1000 lbs. Nose wheel folded when came in contact with runway, scraped on concrete. U/C warning light

CLASSIFICATION:
5. U/C Failure.

SECONDARY OR CONTRIBUTORY FACTORS:

35. U/C Defect.

ACTION TAKEN:

Nil

LUC/UDL/UTWF

TECHNICAL OFFICER'S REPORT:

Remote possibility that counter action of nose oleo strut extending suddenly after initial compression on first hard touch down could bring lock out against springs prior to second and final touch down.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.