

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		H.R. FILE	1100-110-13		
				CRASH CAT.	"C"		S.E.	M.E.	DAY	NIGHT
								X	X	
PERSONNEL			RANK	NUMBER	DUTY	INJURIES		SIGNAL		
GARHOUSE, 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  
 STAT'RY  
 FATAL  
 INJ.  
 9rd  
 S

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:

unserviceable, manual check more (thorough).  
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.