

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
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	31	32
32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
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	31	32
32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
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	31	32
32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
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	31	32
32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
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	31	32

PILOT	OTHERS	AIRFRAME FAILURE				ENGINE FAILURE						
CAUSES OF ACCIDENTS												
UNIT	COM.	PLACE			DATE	TIME						
31 O.T.U. Debert, N.S.	E.A.C.	Moncton, N.B.			30-5-42	1540-6-MPT.						
A/C TYPE					SE	ME	DAY	NIGHT	H.Q. FILE			
Hudson V									1300-AM761			
NAME		RANK	NO.	DUTY	INJURIES			SERIOUS				
Simpson, J.I.		Sgt.	656520	P.	Uninjured			FATAL INJURY				
Knight, L.G.P.		Sgt.	NZ413260	WAG	"			CARD SERIAL NO.				
TYPE A/F & ENGINE		No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS					
Hudson V Am761			Seriously				INST.	NIGHT	ON TYPE		TOTAL	LAST 6 MOS.
Twin Wasp A252840/A203655			Seriously				23	4	19	44	76	80
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT	FILE		DATE			
A-581 30-5-42												
NATURE OF ACCIDENT												

MISCELLANEOUS
 CAUSES
 FLIGHT
 STAGE OF
 TAKE-OFF
 LANDING
 TAXIING
 PRIMARY
 UNDTD
 OTHER
 ALG SURF.
 DRKNS.
 WEATHER
 INSTS.
 HANDS
 UNDTD
 MISCEL.
 ENG. CONTS.
 AIRSCREW A.
 ENG. STR.
 LUB'N SYS.
 IGNIT. SYS.
 COOL. SYS.
 FUEL SYS.
 PRIMARY
 UNDTD
 MISCEL.
 ENGINE MOUNT.
 FUSE. OR HULL
 TAIL SKID OR W.
 LAND. GEAR
 W. STRUTS
 STAB. SURFS.
 MOV. SURFS.
 FL. CONTS.
 PRIMARY
 OTHERS
 FLT. CONTR.
 INSTRUCT.
 MISCEL.
 INEXP NCE
 DISOB.
 TECH.
 JU.

DUTY ON WHICH ENGAGED:

Radio Range.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Investigating Officer's Report

DATE: 2-6-42

COMPOSITION:

L.B. Wilson

S.L. J.T. Wilson Eastern Air Command.

RECOMMENDATIONS:

Ensure that all pilots are thoroughly familiar with use of main and emergency hydraulic system.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Pilot decided to land at Moncton, due to shortage of fuel, because he thought the undercarriage was not correctly locked, carried out a second circuit and landed with u/c retracted and skidded about 150' seriously damaging the a/c.

PRIMARY CAUSE:

~~Lack of fuel.~~

MISC.

TECHNICAL

18

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

Nil

Conclusions of A.I.B.

Force landing due to excessive petrol consumption and radio failure.

On the first attempt at force landing pilot set down hard (pilot says that it was a normal landing)

which caused failure of the main hydraulic system, pilot went around again and landed "wheels up".

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C landed with u/c retracted and skidded about 150'~~

~~Failure of main hydraulic system resulting from a hard landing.~~

RECORDED BY

DATE

CHECKED BY

DATE