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CASPIR Aircraft Accident Cards

Serial: BW649

Title: Lockheed Hudson Mk. III serial:BW649 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1942-July-25. Hudson III s/n BW649. This accident involved 4 people. Bill-victor E, Cameron BC, Laramee JJM, Smith SG

Keywords: RCAFHudson III,BW649,11 Sqn,11 Squadron,Dartmouth Nova Scotia,1942-July-25,Bill-victor,Cameron,Laramee,SmithRCAF L20

Created: 1942-07-25

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000890#BW649

CAUSES OF ACCIDENTS

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

UNIT	COM.	PLACE	DATE	TIME
11 BR Sqdn. Dartmouth, N.S.	E.A.C.4	Intersection No.2 and Runways, Dartmouth, N.S.	25-7-42 H.Q. FILE 1100-5-49	1458

A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT
Hudson III	BW649	"B"		x	x	

NAME	RANK	No	DUTY	INJURIES	SERIOUS FATAL	SERIOUS INJURY
Bill-Victor, Edward.	P.O.	J6683	P.	Uninjured		
Smith[illegible]s, S.G.	F/Sgt.	R111440	Nav.	"		
Laramee, J.J.M.	F/Sgt.	R86405	W.O.	"		
Cameron B.C.	F/Sgt.	R65760	A.G.	"		

CARD SERIAL No.

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE
Hudson	649	Seriously.			
Wright Cyclone	39581/GR1820/G205A/39592	NiL.			

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE DUAL	ON TYPE SOLO	TOTAL DUAL	TOTAL SOLO	LAST 6 MOS.
28	11	433	129	2:0	158	

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
A-98 25-7					

NATURE OF ACCIDENT

CAUSES: MISCELLANEOUS — PRIMARY, HAND.Q., INSTS., WEATHER, DRKNS., AL'G SURF., OTHER, UND'TD

STAGE OF FLIGHT — PRIMARY, TAXYING, LANDING, TAKE-OFF, FLIGHT, STAT'RY

INJURY — FATAL, INJ., 3RD, S, N

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

PRIMARY, JU., TECH, DISOB., NEG'NCE, INEXP'NCE, MISCEL., INSTRUCT., FLT. CONTR., OTHERS, PRIMARY, FL. CONTS., MOV. SURFS., STAB. SURFS., W. STRUTS, LAND. GEAR, FLOATS, FUSE. OR HULL, TAIL SKID OR W., ENGINE MOUNT., MISCEL., UND'TD, PRIMARY, FUEL SYS., COOL. SYS., IGNIT. SYS., LUB'N SYS., ENG. STR., AIRSCREW A., ENG. CONTS., MISCEL., UND'TD

DUTY ON WHICH ENGAGED:

Landing after patrol.

COURT OF INQUIRY, INVESTIGATING OFFICER OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER'S REPORT

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Swung to right after landing. Left oleo leg gave way. In order to prevent hitting A/C parked at the side of the runway, the pilot deemed it wisest to complete a ground loop rather than hit the other A/C. This he did and the left oleo leg gave way.

DATE: 26-7-42

COMPOSITION:

F.L. R.H. Lowry (C1176) No. 5 (BR) Sqn.

PRIMARY CAUSE:

~~Pilot error in overcorrecting for~~ initial swing with too much throttle to port engine rather than by use ~~of brake only.~~

2. Swung 2)

RECOMMENDATIONS:

All pilots of Hudson A/C should be warned regarding the use of throttle in correcting a swing and instructed to concentrate on the use of rudder and brakes. (All pilots of 11 (BR) have been advised accordingly)

ACTION TAKEN:
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

Nil

Conclusions of A.I.B. - Agree with findings.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Ground loop collapsing oleo leg.~~

RECORDED BY DATE

CHECKED BY DATE

R.C.A.F. FORM L20 REQ. 1247 10M—15-11-41