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CASPIR Aircraft Accident Cards

Serial: BW660

Title: Lockheed Hudson Mk. III serial:BW660 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1943-January-06. Hudson III s/n BW660. This accident involved 4 people. Knapp W, Laramee JJ, Osborne EW, Sherman CW

Keywords: RCAFHudson III,BW660,11 Sqn,11 Squadron,Aerodrome,1943-January-06,Knapp,Laramee,Osborne,ShermanRCAF L20

Created: 1943-01-06

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000890#BW660

CAUSES OF ACCIDENTS

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

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

HAND.O. | INSTS. | WEATHER | DRKNS. | A/C SURF. | OTHER | UND'TD | PRIMARY | TAXYING | LANDING | TAKE-OFF | FLIGHT | STAT'RY

FATAL | INJ. | 3RD. | S | INJURY

TYPE OF A/C | TYPE OF ENGINE | CATEGORY

MISCELLANEOUS CAUSES | STAGE OF FLIGHT

UNIT: 11 Squadron, Dartmouth, N.S. | COM.: E.A.C. | PLACE: Main Aerodrome | DATE: 6-1-43 | 1830

H.Q. FILE: 13000/BW660

A/C TYPE: Hudson III | No.: BW660 | CRASH CAT.: C | SE: | ME: x | DAY: x | NIGHT:

NAME	RANK	No.	DUTY	INJURIES
Osborne, E.W.	WO1	R69843	P.	Nil
Sherman, C.W.	F/S	R102626	Nav.	Nil
Laramee, J.J.	F/S	R86405	WAG.	Nil
Knapp, W	P/O	J13804	WAG	Nil

SERIOUS: FATAL | INJURY

CARD SERIAL No.: IX

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE
Hudson III	BW660	Slight			
Wright Cyclone GR1820/G205A					

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE DUAL	ON TYPE SOLO	TOTAL DUAL	TOTAL SOLO	LAST 6 MOS.

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
A 132 7-1					

NATURE OF ACCIDENT

DUTY ON WHICH ENGAGED:

Harbour entrance patrol.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

41. Aircraft ran into snowdrift on landing causing damage to propellor tips when tail was thrown up.

PRIMARY CAUSE:

~~41. Hitting obstructions.~~

6. Collision (6)

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Bad light conditions at that time of day. Absence of runway lights or flare pots to make the runway and any obstructions on it.~~

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

D-14

DATE:

COMPOSITION: [redacted] LCO/PSJ/KCA

RECOMMENDATIONS:

EQUIPMENT BE AVAILABLE TO CLEAR RUNWAYS PROPERLY.. RUNWAY LIGHTS NOT AVAILABLE FLARE POTS BE SET OUT AND LIT. FREQUENT INSPECTION THAT ABOVE IS CARRIED OUT BY AERODROME CONTROL OFFICER. IT IS SUGGESTED THAT THE AERODROME CONTROL OFFICER DO THIS BY GOING AROUND IN A CAR, RATHER THAN VIEWING IT FROM THE TOWER.

ACTION TAKEN:

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

NIL.

RECORDED BY DATE

CHECKED BY DATE

R.C.A.F. FORM-1.20 REQ. 1247 FORM—TS-19-41