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CASPIR Aircraft Accident Cards

Serial: BW771

Title: Lockheed Hudson Mk. III serial:BW771 Accident Card

Author: Royal Air Force (RAF)

Subject: This accident involved 1 aircraft on 1943-January-26. Hudson III s/n BW771. This accident involved 2 people. Alston JJ, Hamilton CD

Keywords: RAFHudson III,BW771,36 OTU,36 Operational Training Unit,Greenwood Aerodrome,1943-January-26,Alston,HamiltonRCAF L20

Created: 1943-01-26

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000890#BW771

PILOT	OTHERS	AIRFRAME FAILURE	ENGINE FAILURE

CAUSES OF ACCIDENTS

UNIT	COM.	PLACE	DATE	TIME
36 O.T.U. Greenwood, N.S.	E.A.C.	Greenwood Aerodrome	26-1-43	1740

H.Q. FILE 1300-BW771

A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT
Hudson III	BW771	"B"			x	x

NAME	RANK	No.	DUTY	INJURIES	SERIOUS FATAL	SERIOUS INJURY
Hamilton, C.D. AUS	P/O	409695	P	Nil		
Alston, J.J. GB	SGT	1335314	2P	Nil		

CARD SERIAL No. 4

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE
Hudson	BW771	Serious			
W. Cyc.	P210721 & S258141	Slight			

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 98 27-1					

NATURE OF ACCIDENT

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

INJURY

DUTY ON WHICH ENGAGED:

Circuits and landings.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

On circuit for landing port leg of undercarriage failed to extend and lock. Emergency lowering procedure carried out and aircraft landed normally. Aircraft taxied approximately 600 yards towards hangars when port leg collapsed.

PRIMARY CAUSE:

~~31. Undercarriage down but not fully locked.~~

5 U/C Failure (5)

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

D.14

DATE:

COMPOSITION: Fl. C/UPD

RECOMMENDATIONS:

ACTION TAKEN:

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

(C) Pilots have been issued with instructions that all heavy landings must be reported immediately so that the u/c can be checked.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Bent hydraulic locking pin due to previous heavy landing. Pilot taxying in without first having u/c checked.~~

35 U/C defect (35)

RECORDED BY DATE

CHECKED BY DATE