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CASPIR Aircraft Accident Cards

Serial: BW696

Title: Lockheed Hudson Mk. III serial:BW696 Accident Card

Author: Royal Air Force (RAF)

Subject: This accident involved 1 aircraft on 1943-January-27. Hudson III s/n BW696. This accident involved 2 people. Alston JJ, Baughan RL

Keywords: RAFHudson III,BW696,36 OTU,36 Operational Training Unit,Greenwood Aerodrome,1943-January-27,Alston,BaughanRCAF L20

Created: 1943-01-27

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000890#BW696

CAUSES OF ACCIDENTS

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

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 PRIMARY

MISCELLANEOUS CAUSES: HAND'G. - PRIMARY; INSTS.; WEATHER; DRKNS.; A/G SURF.; OTHER; UND'TD PRIMARY

STAGE OF FLIGHT: TAXYING; LANDING; TAKE-OFF; FLIGHT; STAT'RY

INJURY: FATAL; INJ. 3RD.

TYPE OF A/C

TYPE OF ENGINE

CATEGORY: A; B; C; D

UNIT	COM.	PLACE	DATE	TIME
36 O.T.U. Greenwood, N.S.	E.A.C.	Greenwood Aerodrome	27-1-43 H.Q. FILE 1300-BW696	1115 ADT

A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT
Hudson III	BW696	B		x	x	

NAME	RANK	No.	DUTY	INJURIES	SERIOUS: FATAL	SERIOUS: INJURY
Alston, J.J. GB	SGT	1335314	P	Nil		
Baughan, R.L. GB	P/O		2P	Nil		

CARD SERIAL No.: 4

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE
Hudson III BW696		Serious			
W.Cyc.	P A211324 & S A258082				

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 101 27-1					

NATURE OF ACCIDENT

DUTY ON WHICH ENGAGED:

Circuits and landings.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft touched down on port u/c bounced and then swung to left. Hit SNOW bank and port undercarriage collapsed. Pilot landed too close to left hand side of runway and had not time to correct a swing.

PRIMARY CAUSE:

~~61. Swinging on landing.~~

2. Swing

2

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Ran into snow bank. Landed too much to left side and had no margin for corrective action.~~

3½ U/C Strain

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

D.14

DATE:

COMPOSITION: 25/1155/1155/ACH

RECOMMENDATIONS:

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

NIL

RECORDED BY DATE

CHECKED BY DATE