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CASPIR Aircraft Accident Cards

Serial: AK827

Title: Curtiss Kittyhawk Mk. I serial:AK827 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1941-December-03. Kittyhawk s/n AK827. This accident involved 1 person. Hart FB

Keywords: RCAFKittyhawk ,AK827,118 Sqn,118 Fighter Squadron,Dartmouth Aerodrome,1941-December-03,HartRCAF L20

Created: 1941-12-03

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000961#AK827

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

MISCELLANEOUS CAUSES: PRIMARY | HAND Q. | INSTS. | WEATHER | DRKNS. | A/C SURF. | OTHER | UND'TD

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

INJURY: FATAL | INJ. | 3RD. | NIL

TYPE OF A/C | TYPE OF ENGINE | CATEGORY: A | B | C | D

UNIT: 118 F. Sqdn. Dartmouth, N.S.	COM.: E.A.C.	PLACE: Dartmouth Airdrome	DATE: 3-12-41	TIME: 1120	
A/C TYPE: Kittyhawk	No.: AK827	CRASH CAT.: B	H.Q. FILE: 1300-AK827	SE: X	ME:	DAY: X	NIGHT:

NAME	RANK	No.	DUTY	INJURIES	SERIOUS: FATAL	SERIOUS: INJURY
Hart, F.B.	P/O	J7903	P			

CARD SERIAL No.:

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS: INST.	NIGHT	ON TYPE: DUAL	ON TYPE: SOLO	TOTAL: DUAL	TOTAL: SOLO	LAST 6 MOS.
Kittyhawk	AK827	Serious										
Allison	A206171	Serious				22	10	---	7	76	126	

SIGNAL No. & DATE		UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
X755	3/12					

NATURE OF ACCIDENT

DUTY ON WHICH ENGAGED:

Formation Flying.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Aircraft turned over on its back on landing. Made a normal approach bounced slightly on the runway touched again, and turned over on its back.

PRIMARY CAUSE:

Misuse of ancillary controls.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft turned over on its back.

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

Investigating Officers Report

DATE:

COMPOSITION:

RECOMMENDATIONS:

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

Pilots warned to keep their toes off brake pedals while landing. Pilot posted for further seasoning.

RECORDED BY DATE

CHECKED BY DATE