

CASPIR Aircraft Accident Cards

Serial: AK863

Title: Curtiss Kittyhawk Mk. I serial:AK863 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1942-March-05. Kttyhawk I s/n AK863. This accident involved 1 person. Ingalls JM

Keywords: RCAFKttyhawk I,AK863,111 Sqn,111 Squadron,Aerodrome,1942-March-05,IngallsRCAF L20

Created: 1942-03-05

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000961#AK863>

CATEGORY		TYPE OF ENGINE		TYPE OF A/C		CAUSES		STAGE OF FLIGHT					
32 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1		32 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1		32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1		32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1		32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1					
JU. TECH. DISOB. NEG NCE INEXP NCE MISCEL. INSTRUCT. FLT. CONTR. OTHERS PRIMARY FL. CONTRS. MOV SURFS. STAB. SURFS. W. STRUTS LAND GEAR FLOATS FUSE OR HULL TAIL SKID OR W. ENGINE MOUNT. MISCEL. UNDTD PRIMARY FUEL SYS. COOL SYS. IGNIT. SYS. LUB'N SYS. ENG. STR. AIRSCREW A. ENG. CONTRS. MISCEL. UNDTD PRIMARY HAND INSTS. WEATHER DRKNS. ALG SURF. OTHER UNDTD PRIMARY TAXIING LANDING TAKE-OFF FLIGHT STATRY FATAL INJ. 3RD. 5		32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1		32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1		32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1		32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1					
PILOT OTHERS AIRFRAME FAILURE ENGINE FAILURE		CAUSES OF ACCIDENTS		UNIT Patricia Bay 111 (F) SQDN		COM. W.A.C.		PLACE M. A.		DATE 5-3-42		TIME 1110	
A/C TYPE Kittyhawk 1		No. AK 863		CRASH CAT. C		SE X		ME X		DAY X		NIGHT X	
NAME Ingalls J.M.		RANK P/O		No. J8357		DUTY O.P.		INJURIES Uninjured.		SERIOUS FATAL INJURY		CARD SERIAL NO.	
TYPE A/F & ENGINE Kittyhawk AL863 Allison A206176		No. Slightly Slightly		EXTENT OF DAMAGE Slightly Slightly		REPORT FORM 		SERIAL No. 		DATE 		HOURS FLOWN BY PILOTS INST. NIGHT ON TYPE TOTAL LAST 6 MOS. 27 10 56 69 127	
SIGNAL No. & DATE A-627 5-3-42		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE		NATURE OF ACCIDENT	

DUTY ON WHICH ENGAGED:

A/C test.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT **Investigating Officer's Report**

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Application of brakes towards end of run out after landing caused nose up damaging air-screw and radiator cowling.

DATE: **5-3-42**

COMPOSITION:

F.L. F.B. Curry

**115 (F) Squadron, R.C.A.F. Sta.
Patricia Bay, B.C.**

RECOMMENDATIONS:

- 1. Brakes should not be used on a normal landing unless necessary to stop running off runway.**
- 2. Any excessive use of brakes should be reported immediately by pilot.**

PRIMARY CAUSE:

~~A normal braking pressure probably caused a grabbing effect to take place due to the badly burned condition of the brakes. This burning may have been caused by excessive use of brakes on a previous landing.~~

ACTION TAKEN:

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

Orders issued to use brakes as little as possible while taxiing.

CONCLUSION OF A.I.B.

A/C NOSED OVER WHEN BRAKES SUDDENLY GRABBED FOLLOWING NORMAL BRAKING PRESSURE ON LANDING.

THE GRABBING EFFECT OF THE BRAKES DUE TO THEIR BADLY BURNED CONDITION PROBABLY CAUSED BY EXCESSIVE USE OF BRAKES ON A PREVIOUS LANDING.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Brakes seized due to burning possibly from over use in taxiing.
A/c went up on its nose, slightly damaging it.~~

7. Other