

CASPIR Aircraft Accident Cards

Serial: ET863

Title: Kittyhawk serial:ET863 - Crash Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1942-July-12. Kittyhawk s/n ET863. This accident involved 1 person. O'Hara CL

Keywords: RCAFKittyhawk ,ET863,132 Sqn,132 Squadron,East Woodward's Hill,1942-July-12,O'HaraRCAF L20

Created: 1942-07-12

		TECH.										DISOB.										NEG'NCE										INEXP'NCE										MISCEL.										INSTRCT.										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										HAND Q.										INSTS.										WEATHER										DRKNS.										ALG. SURF.										OTHER										UND'TD										PRIMARY										TAXING										LANDING										TAKE-OFF										FLIGHT										STATRY										FATAL										INI.										2RD.										5TH										RAF									
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DUTY ON WHICH ENGAGED:

Flying training height climb.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Court of Inquiry

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C spun in and crashed. Aircraft was seen descending out of a cloud apparently out of control. Parts of the tail unit broke away and were found some 200 to 300 yards away. Engine was roaring, a/c rolling and spinning finally plunging straight down to the ground catching fire.

DATE: 13-7-42.

COMPOSITION:

W/C L.F. Gibson, (RAF 34082) 32 O.T.U.

S/L E.W. Cowan (C853) W.A.C.

F/L H.A. MacDonald (C1681) 122 C. Sqdn.

RECOMMENDATIONS:

INSUFFICIENT EVIDENCE AVAILABLE TO ENABLE ANY RECOMMENDATION OTHER THAN THAT PILOTS BE CAUTIONED NOT TO EXCEED MANUFACTURER'S OPERATIONAL LIMITATIONS (NO EVIDENCE TO POINT TO SGT. CHARA HAVING INTENTIONALLY EXCEEDED OPERATING LIMITS). A THOROUGH SEARCH FAILED TO PRODUCE THE ELEVATORS. A STRESS ANALYSIS OF THE PARTS OF THE TAIL PLANE LIGHT THREW SOME LIGHT ON THE NATURE OF THE APPARENT STRUCTURAL FAILURE.

ACTION TAKEN:

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

Nil.

Conclusions of A.I.B.

Pilot's loss of control possibly due to oxygen starvation. The ensuing structural failure was probably due to overstressing in a high speed dive.

Primary Cause-

~~Structural failure assumed due to excessive loading.~~

19. Out of control / /

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Aircraft plunged to the ground and caught fire.~~

30. Fire - On Ground

RECORDED BY

DATE

CHECKED BY

DATE