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CASPIR Aircraft Accident Cards

Serial: AL109

Title: Curtiss Kittyhawk Mk. I serial:AL109 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1942-August-08. Kittyhawk s/n AL109. This accident involved 1 person. Mcduff DM

Keywords: RCAFKittyhawk ,AL109,14 Sqn,14 Squadron,Aerodrome,1942-August-08,McduffRCAF L20

Created: 1942-08-08

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000961#AL109

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

HAND.G. INSTS. WEATHER DRKNS. AL'G SURF. OTHER UND'TD PRIMARY TAXYING LANDING TAKE-OFF FLIGHT STAT'RY

FATAL INJ. 3RD. INJURY

UNIT 14 SQUADRON (F) SEA ISLAND | COM. MAC | PLACE NA | DATE 8-7-42 | TIME 1145 | H.Q. FILE 1303-AL109

A/C TYPE KITTYHAWK | No. AL109 | CRASH CAT. C 4 | SE X | ME | DAY X | NIGHT

NAME	RANK	No.	DUTY	INJURIES	SERIOUS: FATAL	SERIOUS: INJURY
MCDUFF J.H.	P.O.	J11967	P.P.	UNINJURED		

CARD SERIAL No.

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE
KITTYHAWK	AL109	Slightly.			
Allison	3940/A206156	Slightly.			

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE: DUAL	ON TYPE: SOLO	TOTAL: DUAL	TOTAL: SOLO	LAST 6 MOS.
90	14	-	19	114	134	

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE
A761 8-8					

NATURE OF ACCIDENT

TYPE OF A/C | TYPE OF ENGINE | CATEGORY

MISCELLANEOUS CAUSES | STAGE OF FLIGHT

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 RAF 32

DUTY ON WHICH ENGAGED:

LOCAL FLYING PRACTICE

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

AFTER MAKING A NORMAL LANDING THE AIRCRAFT TAXIED APPROXIMATELY 200 YARDS WHEN THE STBD WING BEGAN TO SINK AND CONTINUEDTO DO SO UNTIL THE AIRCRAFT WAS SLIDING ALONG ON ITS PORT WHEEL RADIATOR COWLING AND WING TIP

PRIMARY CAUSE:

~~U/C failed to lock in the down position, probably due to normal accumulation of dirt in system.~~

J. Others

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~STBD oleo leg folded on landing.~~

35. U/c Defect

R.C.A.F. FORM L20 REQ. 1247 10M—15-11-41

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

INVESTIGATING OFFICER'S REPORT.

DATE: August 10th, 1942.

COMPOSITION:

P/O G.A. Styles (J10559) No. 14 Sqdn.

RECOMMENDATIONS:

1. That a periodic check every 90 hours be carried out on the hydraulic selector unit.
2. That all pilots be instructed to check the u/c being fully down and locked by selecting wheels down and checking with the hand hydraulic pump on the cross-wind leg just prior to turning into wind to land.

ACTION TAKEN:

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

NIL.

CONCLUSIONS OF A.I.B. THIS ACCIDENT WAS DUE TO THE FAILURE OF THE STBD. LOCKING JACK TO OPERATE PROPERLY, EITHER BECAUSE OF DIRT IN THE SYSTEM OR BECAUSE THE PILOT DID NOT ALLOW SUFFICIENT TIME FOR WHEELS TO BECOME LOCKED. THE UNDERCARRIAGE WARNING HORN WAS UNSERVICEABLE AND HAD BEEN REPORTED. THE DEFINITE CIRCUMSTANCES OF THE FLIGHT ARE NOT KNOWN, BUT IT IS RECOMMENDED THAT UNLESS IT IS IMPERATIVE TO TAKE-OFF IMMEDIATELY MINOR DEFECTS OF THIS NATURE SHOULD BE ATTENDED TO BEFORE FLIGHT IS PERMITTED.

RECORDED BY DATE

CHECKED BY DATE