

CASPIR Aircraft Accident Cards

Serial: AK905

Title: Curtiss Kittyhawk Mk. I serial:AK905 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1942-August-26. Kittyhawk s/n AK905. This accident involved 1 person. Orthman LT

Keywords: RCAFKittyhawk ,AK905,111 Sqn,111 Squadron,Aerodrome,1942-August-26,OrthmanRCAF L20

Created: 1942-08-26

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000961#AK905>

TYPE OF A/C		PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE									
		CAUSES OF ACCIDENTS																							
TYPE OF ENGINE		UNIT 111 (F) Sqn.		COM. Elmedorf, Alaska		WAC		PLACE Main Aerodrome		DATE 26-8-42		TIME 1435		H.Q. FILE 1300-AK905											
		A/C TYPE Kittyhawk		No. AK905		CRASH CAT. D 2		SE x		ME x		DAY x		NIGHT											
CATEGORY		NAME		RANK		NO.		DUTY		INJURIES		SERIOUS													
		Orthman, L.T.		WO2		R54047		P		Uninjured.		FATAL INJURY													
CATEGORY		TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS											
		Kittyhawk AK905		Slight										INST. NIGHT ON TYPE TOTAL LAST 6 MOS.											
CATEGORY		Allison A206238		Nil																					
		SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE													
CATEGORY		A 15		29-8-42																					
		NATURE OF ACCIDENT																							

DUTY ON WHICH ENGAGED:

Practice flight.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Court of Inquiry

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Struck obstruction light standard
with leading edge starboard wing
immediately after take-off.

DATE: 15-9-42

COMPOSITION:

S/L C.A. Willis (C836) No. 8 BR. Sqdn.
F/O J.B. Morgan (C6294) No. 8 BR. Sqdn.
F/O W.H. Lord (C9213) No. 8 BR. Sqdn.

RECOMMENDATIONS:

PRIMARY CAUSE:

Error of judgment on part of
pilot.

13. Collision

That the pilot's flying record be thoroughly scrutinized with a view to transfer to a type of aircraft requiring less skill on the part of the pilot.

ACTION TAKEN:

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

Nil.

Conclusions of A.I.B.

Error of judgment on the part of pilot, on normal take-off, in that, he allowed his aircraft to hit the obstruction marker.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft hit obstruction clearance
marker.

RECORDED BY

DATE

CHECKED BY

DATE