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CASPIR Aircraft Accident Cards

Serial: AK930

Title: Curtiss Kittyhawk Mk. I serial:AK930 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1942-August-26. Kittyhawk s/n AK930. This accident involved 1 person. Deniverville JAHG

Keywords: RCAFKittyhawk ,AK930,130 Sqn,130 Squadron,Aerodrome Saguenay,1942-August-26,DenivervilleRCAF L20

Created: 1942-08-26

Link: https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000961#AK930

CAUSES OF ACCIDENTS

PILOT | OTHERS | AIRFRAME FAILURE | ENGINE FAILURE

PILOT: JU. TECH. | DISOB. | NEG'NCE | INEXP'NCE | MISCEL.

OTHERS: INSTRUCT. | FLT. CONTR. | OTHERS

AIRFRAME FAILURE: PRIMARY | FL. CONTS. | MOV. SURFS. | STAB. SURFS. | W. STRUTS | LAND. GEAR | FLOATS | FUSE. OR HULL | TAIL SKID OR W. | ENGINE MOUNT. | MISCEL. | UND'TD

ENGINE FAILURE: 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. | AL'G SURF. | OTHER | UND'TD

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

INJURY: FATAL | INJ. | 3RD.

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

UNIT: 130 (F) Sqdn. Bagotville	COM.: EAC	PLACE: aerodrome Saguenay	DATE: 26-8-42	TIME: 1505	H.Q. FILE: 1300-AK930
A/C TYPE: Kittyhawk	No.: AK930	CRASH CAT.: C 1	SE: x	ME:	DAY: x / NIGHT:

NAME	RANK	No.	DUTY	INJURIES	SERIOUS: FATAL	SERIOUS: INJURY
DeNiverville, J.A.H.G.	F/L	C1348		Uninjured.		

CARD SERIAL No.:

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE
Kittyhawk Allison 6246/A20650	AK930	"C" NiL.			

HOURS FLOWN BY PILOTS

INST.	NIGHT	ON TYPE: DUAL	ON TYPE: SOLO	TOTAL: DUAL	TOTAL: SOLO	LAST 6 MOS.
29	52	27		1212		395

SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT	FILE	DATE
A-20	26-8-42							

NATURE OF ACCIDENT

DUTY ON WHICH ENGAGED:

Training.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Tail wheel retracted after landing.

PRIMARY CAUSE:

~~Believe dirt prevented tail wheel retracting strut from locking.~~

2. M/c Failure

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Tail wheel retracted after landing.~~

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

DATE: R.170

COMPOSITION:

RECOMMENDATIONS:

Nil.

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

Nil.

RECORDED BY DATE

CHECKED BY DATE

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