

CASPIR Aircraft Accident Cards

Serial: AK857

Title: Curtiss Kittyhawk Mk. I serial:AK857 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1942-September-01. Kittyhawk s/n AK857. This accident involved 1 person. Manzer LD

Keywords: RCAFKittyhawk ,AK857,118 Sqn,118 Fighter Squadron,Aerodrome,1942-September-01,ManzerRCAF L20

Created: 1942-09-01

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000961#AK857>

PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE											
CAUSES OF ACCIDENTS																									
UNIT 118 (F) Squadron		COM.		PLACE		DATE 1-9-42		TIME 1505																	
Annette Island		W.A.C.		Main Aerodrome		H.Q. FILE 1300-AK857																			
A/C TYPE Kittyhawk		No. AK857		CRASH CAT. B		SE X		ME		DAY X		NIGHT													
NAME				RANK		No.		DUTY		INJURIES				SERIOUS											
Manzer, L.D.				SGT		R99658		OP		Slightly..				FATAL											
														INJURY											
														1											
														CARD SERIAL No.											
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS													
Kittyhawk AK857		AK857		Seriously								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.							
Allison 206204/3988		206204/3988		Seriously								3 2		11 2		24 21									
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE															
A 435 1-9-42																									
NATURE OF ACCIDENT																									

DUTY ON WHICH ENGAGED:

Low level attacks.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

INVESTIGATING OFFICER'S REPORT

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 2-9-42.

COMPOSITION:

Aircraft ran off runway causing undercarriage to collapse.

F/O McMaster P.A. (J4429) 115 BR Sqdn. Annette Island.

A/C jumped a boundary marker after turning left through an angle of 030 degrees and crashed over a four foot embankment.

LS/PSS/USC/LWC

RECOMMENDATIONS:

The completion of "B" runway in the near future should prevent repetition of this type of accident.

PRIMARY CAUSE:

~~Error in judgment on part of pilot in that he lost control after landing.~~

ACTION TAKEN:

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

Wheel landings stressed in cross wind.

CONCLUSIONS OF A.I.B.

Agree with the Findings.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Extreme cross wind on the only serviceable runway.~~

U/C Strain

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

RECORDED BY

DATE

CHECKED BY

DATE