

CASPIR Aircraft Accident Cards

Serial: AK809

Title: Curtiss Kittyhawk Mk. I serial:AK809 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 2 aircraft on 1943-February-14. They are: Kttyhawk I s/n AL226, Kttyhawk I s/n AK809. This accident involved 2 people. Beirnes JR, Stowe WN

Keywords: RCAFKttyhawk I,AK809,118 Sqn,118 Fighter Squadron,Aerodrome,1943-February-14,Beirnes,StoweRCAF L20

Created: 1943-02-14

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000961#AK809>

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

PILOT

OTHERS

AIRFRAME FAILURE

ENGINE FAILURE

CAUSES OF ACCIDENTS

UNIT 118 (F) Sqdn

COM.

PLACE

DATE 14-2-43 TIME 1530

Annette Island

WAC

Main aerodrome

H.Q. FILE 1300-AL226

A/C
TYPE

Kittyhawk 1

No. AL226

CRASH
CAT. A

SE

ME

DAY

NIGHT

Kittyhawk 1

AK809

B

x

x

NAME

RANK

No.

DUTY

INJURIES

SERIOUS

Beltnes, J.R.

F/O C13458

P.

Injured foot

FATAL

INJURY

Stowe, W.N.

F/O J10643

P.

Nil

CARD
SERIAL No.TYPE A/F
& ENGINE

No.

EXTENT
OF DAMAGEREPORT
FORMSERIAL
No.

DATE

HOURS FLOWN BY PILOTS

INST.

NIGHT

ON TYPE

TOTAL

LAST
6 MOS.

Kittyhawk AL226

Total

Allison 42-160159/18099 Nil.

Kittyhawk AK889

Serious

Allison A206003/5787 Slight

SIGNAL No. & DATE

UNIT No. & DATE

COM. No. & DATE

REPORT

FILE

DATE

X119 14-2

A649

NATURE OF ACCIDENT

MISCELLANEOUS

STAGE OF
FLIGHT

HANDO.

INSTS.

WEATHER

DRYNS.

ALG SURF.

OTHER

UND'TD

PRIMARY

TAXING

LANDING

TAKE-OFF

FLIGHT

SATRY

FATAL

INJ

3RD.

2

1

DUTY ON WHICH ENGAGED:

Local flying exercise.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

A/C collided on landing run.

DATE: 17 Feb./43

COMPOSITION:

COURT OF INQUIRY

F.L. F.B. Curry (C.993) #115 Sqn.

F.O. P. Wilson (J9876) #118 Sqn.

P.O. D.R. Murray (J14069) #115 Sqn.

RECOMMENDATIONS:

AN ORDER IN OUR PILOT'S ORDER BOOK STATES "AFTER FORMATION FLYING, A/C ON LANDING WILL PULL OFF TO THE LEFT AND REMAIN STATIONARY". THUS ALLOWING A/C BEHIND TO PASS THEM SAFELY ON THE RIGHT. Pilots must adhere to orders laid down & full precautions must be observed.

PRIMARY CAUSE:

45. Collision.

~~Opinion, responsibility rests with both pilots, but greater responsibility with Leader, because he failed to pull off runway at 1st opportunity & failed to apply throttle to make room for his #2 man.~~

ACTION TAKEN:

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

CONCLUSIONS OF A.I.B. (#849)

Agree with findings.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~Poor airmanship on part of both pilots.~~

~~#2 man failed to make sure that runway was clear.~~

RECORDED BY

DATE

CHECKED BY

DATE