

CASPIR Aircraft Accident Cards

Serial: AL222

Title: Curtiss Kittyhawk Mk. I serial:AL222 Accident Card

Author: Royal Canadian Air Force (RCAF)

Subject: This accident involved 1 aircraft on 1943-February-21. Kttyhawk I s/n AL222. This accident involved 2 people. Petley B, Wilkes WC

Keywords: RCAFKttyhawk I,AL222,118 Sqn,118 Fighter Squadron,Aerodrome,1943-February-21,Petley,WilkesRCAF L20

Created: 1943-02-21

Link: <https://caspir.warplane.com/aircraft/serial-search/aircraft-no/200000961#AL222>

TYPE OF A/C

TYPE OF ENGINE

CATEGORY

PILOT OTHERS

AIRFRAME FAILURE

ENGINE FAILURE

CAUSES OF ACCIDENTS

UNIT 118 F Sqn.

COM.

PLACE

DATE 21-2-43

TIME 1100

Annette Island W

Aerodrome.

H Q. FILE 1300-AL222

A/C
TYPE Kittyhawk 1No.
AL 222CRASH
CAT. C10

SE X

ME

DAY X

NIGHT

NAME

RANK

No.

DUTY

INJURIES

SERIOUS

Petley, B.

P/O J11587

P

Uninj.

FATAL

INJURY

Wilkes, W.C.

Cpl 10162

Slightly injured.

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 222 Slight

Allison A206674/6370 Slight

SIGNAL No. & DATE

UNIT No. & DATE

COM. No. & DATE

REPORT

FILE

DATE

A 660 21-2-43

NATURE OF ACCIDENT

MISCELLANEOUS CAUSES

STAGE OF FLIGHT

HAND Q.

INSTS.

WEATHER

DRKNS.

ALG SURF.

OTHER

UNTD

PRIMARY

TAXING

LANDING

TAKE-OFF

FLIGHT

STATRY

FATAL

INJ.

3RD.

2ND

1ST

DUTY ON WHICH ENGAGED:

Local flying.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

Belly landing necessary due to hitting obstruction on take-off and damaging undercarriage.

DATE: 22 Feb./43

COMPOSITION:

D-14

INVESTIGATING OFFICER

F.O. H.A. Ivens (J.10649) #118

(F) Squadron

CO/25/USM

RECOMMENDATIONS:

DRIVER OF CRASH TENDER WAS NOT OUT OF PLACE AND PILOT STARTED HIS TAKE-OFF RUN HALF WAY BETWEEN HIS LEADER AND THE EDGE OF THE RUNWAY, THUS ALLOWING THE SAFEST MARGIN POSSIBLE. ON BOTH RUNWAYS AT THIS STATION THE ROADS FORM A PERIMETER AND DURING THE GREATER PART OF THE DAY FAIRLY HEAVY TRAFFIC IS EXPERIENCED. BOTH RUNWAYS ARE AMPLY WIDE FOR TOW FIGHTER PLANES TO TAKE-OFF IN FORMATION.

ACTION TAKEN:

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

Nil.

PRIMARY CAUSE:

~~11 HITTING OBSTRUCTIONS.~~

13. Collision

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

34 W/C Strain

RECORDED BY

DATE

CHECKED BY

DATE