

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
JUL	TECH.	DISOB.	NEG NCE	INEXP NCE	MISCEL.	INSTRUCT.	FLT. CONTR.	OTHERS	PRIMARY	FL CONTR.	MOV. SURFS.	STAB. SURFS.	W. STRUTS	LAND GEAR	FLOATS	FUSE. OR HULL	TAIL SKID OR W.	ENGINE MOUNT.	MISCEL.	UND TD	PRIMARY	FUEL SYS.	COOL SYS.	IGNIT. SYS.	LUB'N SYS.	ENG. STR.	AIRSCREW A.	ENG. CONTR.	MISCEL.	UND TD	PRIMARY
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
TYPE OF A/C		PILOT		OTHERS		AIRFRAME FAILURE										ENGINE FAILURE															
CAUSES OF ACCIDENTS																															
UNIT		13 E.F.T.S.			COM.		3			PLACE						Rigaud Mountain						DATE		7-6-42		TIME		1000			
A/C TYPE		Finch II		Finch II		No.		4539		CRASH CAT.		A		SE		X		ME		DAY		NIGHT		H.Q. FILE		1100-46-67					
NAME				RANK		No.		INJURIES										SERIOUS													
Slauenwhite M.A. 4667				LAC.		R124898 P.		Killed.										FATAL INJURY													
Gibson, G.H. 4539				LAC		R136250 P		Killed.										2													
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE		HOURS FLOWN BY PILOTS																			
Finch II 4667		4667		Totally								INST. NIGHT		ON TYPE		TOTAL		LAST 6 MOS.													
Kinner B52 464/6126		464/6126		Totally								5		29 22		20 22															
Finch II 4539		4539		Totally								3		26 22		26 22															
Kinner 1753/6403		1753/6403		Totally																											
SIGNAL No. & DATE				UNIT No. & DATE				COM. No. & DATE				REPORT				FILE				DATE											
E-101 7-6-42																															
NATURE OF ACCIDENT																															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32

MISCELLANEOUS CAUSES  
 HAND O.  
 INSTS.  
 WEATHER  
 DRKNS.  
 ALG SURF.  
 OTHER  
 UND TD  
 PRIMARY  
 TAXIING  
 LANDING  
 TAKE-OFF  
 FLIGHT  
 STATRY  
 FATAL  
 INJ.  
 3RD.

DUTY ON WHICH ENGAGED:

Cross country flight to St. John's Quebec.

COURT OF INQUIRY, INVESTIGATING OFFICER

MVLT

OR COMMANDING OFFICER'S REPORT:

Investigating Officer's Report.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

At about 1000 hours a resident of RIGAUD saw the two aircraft, and to use the witness' own words "RUNNING AFTER ONE ANOTHER AS IF THEY WERE FIGHTING" THEY WERE GOING IN OPPOSITE DIRECTIONS AND COLLIDED". THE WITNESS STATED THAT THE AIRCRAFT WERE ABOUT 800 TO 900 FEET UP AND THAT HE SAW THEM JUST FOR TWO OR THREE MINUTES BEFORE THE ACCIDENT. HE SAYS THAT THEY WERE RUNNING AFTER ONE ANOTHER VERY CLOSELY. THE WING OF ONE HIT THE WING OF THE OTHER. AIRCRAFT 4539 STRALLED DOWN WITH ENGINE ON, PILOT APPARENTLY TRIED TO GAIN CONTROL AND PARTIALLY DID SO BUT ~~PRIMARY CAUSE~~ TOO LATE TO PREVENT THE AIRCRAFT STRIKING THE GROUND. AIRCRAFT CAUGHT FIRE AND WAS TOTALLY DAMAGED.

DATE: 8-6-42

ALCA/POE  
ALCA/POE/100

COMPOSITION:

F.L. Raymond, J.C. C955 No. 13 S.F.T.S. St. Hubert.

RECOMMENDATIONS:

Nil.

PRIMARY CAUSE.

~~ERROR OF JUDGMENT ON THE PART OF ONE OR BOTH PILOTS DURING UNAUTHORIZED AIR FIGHTING PRACTICE.~~

ACTION TAKEN:

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

Nil

Conclusions of A.I.B.

Collision in mid air caused by pupil pilots engaging in unauthorized air fighting practice.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

81. Collisions A/C (21)

42. UNAUTH. LOW FLYING (42)

RECORDED BY

DATE

CHECKED BY

DATE