

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 ()		JU. () TECH. () DISOB. () NEG'NCE () INEXP'NCE () MISCEL. () INSTRUCT. () FLT. CONTR. () OTHERS () PRIMARY () FL. CONTRS. () 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. CONTRS. () MISCEL. () AD. TD () PRIMARY ()		19 () 18 () 17 () 16 () 15 () 14 () 13 () 12 () 11 () 10 () 9 () 8 () 7 () 6 () 5 () 4 () 3 () 2 () 1 ()	
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 ()		19 () 18 () 17 () 16 () 15 () 14 () 13 () 12 () 11 () 10 () 9 () 8 () 7 () 6 () 5 () 4 () 3 () 2 () 1 ()		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 ()	
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 ()		19 () 18 () 17 () 16 () 15 () 14 () 13 () 12 () 11 () 10 () 9 () 8 () 7 () 6 () 5 () 4 () 3 () 2 () 1 ()		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 ()	
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 ()		19 () 18 () 17 () 16 () 15 () 14 () 13 () 12 () 11 () 10 () 9 () 8 () 7 () 6 () 5 () 4 () 3 () 2 () 1 ()		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 ()	
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 ()		19 () 18 () 17 () 16 () 15 () 14 () 13 () 12 () 11 () 10 () 9 () 8 () 7 () 6 () 5 () 4 () 3 () 2 () 1 ()		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 ()	
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 ()		19 () 18 () 17 () 16 () 15 () 14 () 13 () 12 () 11 () 10 () 9 () 8 () 7 () 6 () 5 () 4 () 3 () 2 () 1 ()		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 ()	
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 ()		19 () 18 () 17 () 16 () 15 () 14 () 13 () 12 () 11 () 10 () 9 () 8 () 7 () 6 () 5 () 4 () 3 () 2 () 1 ()		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 ()	

PILOT		OTHERS		AIRFRAME FAILURE				ENGINE FAILURE			
CAUSES OF ACCIDENTS											
UNIT 9 B.&G.S. Mont Joli, Que.				COM. # 3		PLACE Station Aerodrome				DATE 26-10-42 TIME 1405	
A/C TYPE Cunnery Battle				No. 3965		CRASH CAT. B		SE x		ME x	
NAME				RANK		No.		DUTY		INJURIES	
MacNeil, D.B.				P/O		J10262		P		Slightly	
Brizell, A.C.				LAC		1006761		AG		Slightly	
Busfield, P.H.				LAc		1432412		AG		Slightly	
										SERIOUS	
										FATAL INJURY	
										3	
										CARD SERIAL No.	
TYPE A/F & ENGINE		No.		EXTENT OF DAMAGE		REPORT FORM		SERIAL No.		DATE	
G. Battle		3965		Serious							
Merlin 1127/117739				Serious							
SIGNAL No. & DATE		UNIT No. & DATE		COM. No. & DATE		REPORT		FILE		DATE	
N 203		26-10									
NATURE OF ACCIDENT											

CAUSES	AD. TD
	PRIMARY
	HAND Q.
	INSTS.
	WEATHER
	DRKNS.
	ALG. SURF.
	OTHER
	UND. TD
	PRIMARY
MISCELLANEOUS	TAXYING
	LANDING
	TAKE-OFF
	FLIGHT
	STAIRY
	FATAL
	INJ.
	3rd.
	5
	2

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

Schedule gunnery G3 Exercise.

OR COMMANDING OFFICER'S REPORT:

D-14

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

COMPOSITION:

On take-off aircraft developed
violent shuddering. Pilot throttled
back attempting to stop aircraft.
Aircraft ran off runway into ditch.

RECOMMENDATIONS:

Recommend putting in culvert and filling ditch at end
of runway as it is a definite hazard during a faulty
take-off or loss of engine power during take-off.
Also dangerous in event of an under shot landing.

PRIMARY CAUSE:

~~Engine failure.~~

ACTION TAKEN:

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

Nil.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C ran off runway into ditch when
pilot attempted to stop at high speed
on take-off due to violent shuddering
of airframe.~~

RECORDED BY

DATE

CHECKED BY

DATE