

|  |                 |                  |                             |                 |                 |           |             |         |         |             |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |  |     |       |         |         |           |         |           |             |        |         |            |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |
|--|-----------------|------------------|-----------------------------|-----------------|-----------------|-----------|-------------|---------|---------|-------------|-------------|--------------|-----------|------------|---------|---------------|-----------------|---------------|---------|--------|---------|-----------|------------|-------------|------------|-----------|-------------|-------------|---------|--------|---------|--|-----|-------|---------|---------|-----------|---------|-----------|-------------|--------|---------|------------|-------------|--------------|-----------|------------|---------|---------------|-----------------|---------------|---------|--------|---------|-----------|------------|-------------|------------|-----------|-------------|-------------|---------|--------|---------|
| 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       |  |     |       |         |         |           |         |           |             |        |         |            |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |
| 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      |  |     |       |         |         |           |         |           |             |        |         |            |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |
| <table border="1"> <tr> <td colspan="1">JUL</td> <td colspan="1">TECH.</td> <td colspan="1">DISOBS.</td> <td colspan="1">NEG'NCE</td> <td colspan="1">INEXP'NCE</td> <td colspan="1">MISCEL.</td> <td colspan="1">INSTRUCT.</td> <td colspan="1">FLT. CONTR.</td> <td colspan="1">OTHERS</td> <td colspan="1">PRIMARY</td> <td colspan="1">FL. CONTS.</td> <td colspan="1">MOV. SURFS.</td> <td colspan="1">STAB. SURFS.</td> <td colspan="1">W. STRUTS</td> <td colspan="1">LAND. GEAR</td> <td colspan="1">FLOAITS</td> <td colspan="1">FUSE. OR HULL</td> <td colspan="1">TAIL SKID OR W.</td> <td colspan="1">ENGINE MOUNT.</td> <td colspan="1">MISCEL.</td> <td colspan="1">UND/TD</td> <td colspan="1">PRIMARY</td> <td colspan="1">FUEL SYS.</td> <td colspan="1">COOL. SYS.</td> <td colspan="1">IGNIT. SYS.</td> <td colspan="1">LUB'N SYS.</td> <td colspan="1">ENG. STR.</td> <td colspan="1">AIRSCREW A.</td> <td colspan="1">ENG. CONTS.</td> <td colspan="1">MISCEL.</td> <td colspan="1">UND/TD</td> <td colspan="1">PRIMARY</td> </tr> </table> |                 |                  |                             |                 |                 |           |             |         |         |             |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |  | JUL | TECH. | DISOBS. | NEG'NCE | INEXP'NCE | MISCEL. | INSTRUCT. | FLT. CONTR. | OTHERS | PRIMARY | FL. CONTS. | MOV. SURFS. | STAB. SURFS. | W. STRUTS | LAND. GEAR | FLOAITS | 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. CONTS. | MISCEL. | UND/TD | PRIMARY |
| JUL  | TECH.           | DISOBS.          | NEG'NCE                     | INEXP'NCE       | MISCEL.         | INSTRUCT. | FLT. CONTR. | OTHERS  | PRIMARY | FL. CONTS.  | MOV. SURFS. | STAB. SURFS. | W. STRUTS | LAND. GEAR | FLOAITS | 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. CONTS. | MISCEL. | UND/TD | PRIMARY |  |     |       |         |         |           |         |           |             |        |         |            |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |
| TYPE OF A/C  | PILOT           | OTHERS           | AIRFRAME FAILURE            | ENGINE FAILURE  |                 |           |             |         |         |             |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |  |     |       |         |         |           |         |           |             |        |         |            |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |
| CAUSES OF ACCIDENTS  |                 |                  |                             |                 |                 |           |             |         |         |             |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |  |     |       |         |         |           |         |           |             |        |         |            |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |
| UNIT   | 9 B.&G.S.       | COM.             | PLACE                       | DATE            | TIME            |           |             |         |         |             |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |  |     |       |         |         |           |         |           |             |        |         |            |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |
|  | Mont Joli, Que. | # 3              | 2 1/2 miles S.W. of Airport | 30-11-42        | 1400            |           |             |         |         |             |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |  |     |       |         |         |           |         |           |             |        |         |            |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |
| A/C TYPE   | Nomad           | No.              | 3506                        | CRASH CAT.      | SE              | ME        | DAY         | NIGHT   |         |             |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |  |     |       |         |         |           |         |           |             |        |         |            |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |
| NAME   | RANK            | NO.              | DUTY                        | INJURIES        | SERIOUS         |           |             |         |         |             |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |  |     |       |         |         |           |         |           |             |        |         |            |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |
| Gray, C.B.   | SGT             | R113495          | P                           | Slight          | FATAL           | INJURY    |             |         |         |             |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |  |     |       |         |         |           |         |           |             |        |         |            |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |
| Gendron, T.R.  | LAG             | R125475          | EO                          | Slight          |                 | 2         |             |         |         |             |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |  |     |       |         |         |           |         |           |             |        |         |            |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |
|  |                 |                  |                             |                 | CARD SERIAL NO. |           |             |         |         |             |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |  |     |       |         |         |           |         |           |             |        |         |            |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |
|  |                 |                  |                             |                 |                 |           |             |         |         |             |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |  |     |       |         |         |           |         |           |             |        |         |            |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |
| TYPE A/F & ENGINE  | No.             | EXTENT OF DAMAGE | REPORT FORM                 | SERIAL No.      | DATE            | INST.     | NIGHT       | ON TYPE | TOTAL   | LAST 6 MOS. |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |  |     |       |         |         |           |         |           |             |        |         |            |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |
| Nomad  | 3506            | Totally          |                             |                 |                 |           |             |         |         |             |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |  |     |       |         |         |           |         |           |             |        |         |            |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |
| Wasp   | 5278            | Seriously        |                             |                 |                 |           |             |         |         |             |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |  |     |       |         |         |           |         |           |             |        |         |            |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |
| SIGNAL NO. & DATE  | UNIT No. & DATE | COM. No. & DATE  | REPORT                      | FILE            | DATE            |           |             |         |         |             |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |  |     |       |         |         |           |         |           |             |        |         |            |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |
| N 751  | 1-12            |                  |                             |                 |                 |           |             |         |         |             |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |  |     |       |         |         |           |         |           |             |        |         |            |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |
| NATURE OF ACCIDENT   |                 |                  |                             |                 |                 |           |             |         |         |             |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |  |     |       |         |         |           |         |           |             |        |         |            |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |
| CATEGORY   | TYPE OF ENGINE  | TYPE OF A/C      | MISCELLANEOUS CAUSES        | STAGE OF FLIGHT |                 |           |             |         |         |             |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |  |     |       |         |         |           |         |           |             |        |         |            |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |
| 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      |  |     |       |         |         |           |         |           |             |        |         |            |             |              |           |            |         |               |                 |               |         |        |         |           |            |             |            |           |             |             |         |        |         |

DUTY ON WHICH ENGAGED:

COURT OF INQUIRY, INVESTIGATING OFFICER

**Schedule drogue exercise.**

OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE:

D.14. ✓

**Aircraft forced landed and struck  
rock pile and fence.**

COMPOSITION:

*not*  
FM/PC DE/LS/PS/PC/I

RECOMMENDATIONS:

Nil

PRIMARY CAUSE:

~~Pilot ran out of gas on one tank and  
apparently did not pump up pressure  
on charging tanks.~~

ACTION TAKEN:

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

17. FORCED LANDING

11

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

~~A/C struck fence and pile of rocks.~~

25. PETROL SHORTAGE

RECORDED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_