

TYPE OF A/C 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 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62		ACCIDENT CLASSIFICATION																COMMAND MONTH STAGE OF FLIGHT FORCED LANDING TAXING LANDING TAKE-OFF FLIGHT STATRY FATAL INJ. INJURY 3rd 5th 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21st 22nd 23rd 24th 25th 26th 27th 28th 29th 30th 31st 32nd 33rd 34th 35th 36th 37th 38th 39th 40th 41st 42nd 43rd 44th 45th 46th 47th 48th 49th 50th 51st 52nd 53rd 54th 55th 56th 57th 58th 59th 60th 61st 62nd	
		UNIT 9 B.G.S. Mont Joli A/C TYPE BATTLE COM. 3 PLACE $\frac{1}{2}$ miles E OF M.A. Ste. Flavie NO. 6724 CRASH CAT. "B" DATE 1-10-43 TIME 1425 H.Q. FILE 1100-67-24 S.E. x M.E. DAY x NIGHT 																	
TYPE OF UNIT 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 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62	PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL											
	Ferguson, D.J.		SGT	R168224	P	Slightly Inj.		NO.	DATE										
	Green, E.C.		LAC	R152029	G	Slightly Inj.		№63	2-10										
	Higgins, M.E.		LAC	R176974	G	Slightly Inj.		D 14 (REVISED)											
								NO.	CHECKED										
								1	☒										
CATEGORY 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 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62	ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS														
	Merlin V		8056/5021 Seriously		INST.	NIGHT	ON TYPE		TOTAL										
							SOLO	DUAL	SOLO	DUAL									
					40	24	41	2	141	104									
ACCIDENT CLASSIFICATION																			

PURPOSE OF FLIGHT:

Scheduled gunnery exercise.

TECHNICAL OFFICER'S REPORT:

All symptoms indicate external glycol leak.

NATURE OF ACCIDENT:

Carried out forced landing with wheels retracted when engine developed trouble. Shortly after take-off, approximately 100' altitude, an excessive amount of fluid poured out into cockpit from underneath the stbd side (instrument panel) Being unable to proceed around the aerodrome again due to the fact that he was choked and practically blinded with the fluid, was forced down. As a/c was climbing when this happened he made a slight turn to right, and in doing so a/c dove straight to the ground.

13. Engine failure.

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SECONDARY OR CONTRIBUTORY FACTORS:

33. Technical defect.

ACTION TAKEN:

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Nil