

DEPARTMENT OF NATIONAL DEFENCE - CANADA

AIRCRAFT:

VENTURA R.A.F. No.

Serial Number	Date	P.A. or B.V.	Initials	Reference to	From	To	Date
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(If space for which entry is made is used, add initials to file and enter here "With Issue")

**DEAD FILE**

118 WITH PATRONS 12 OCT 1943

DET. W. S. Culman

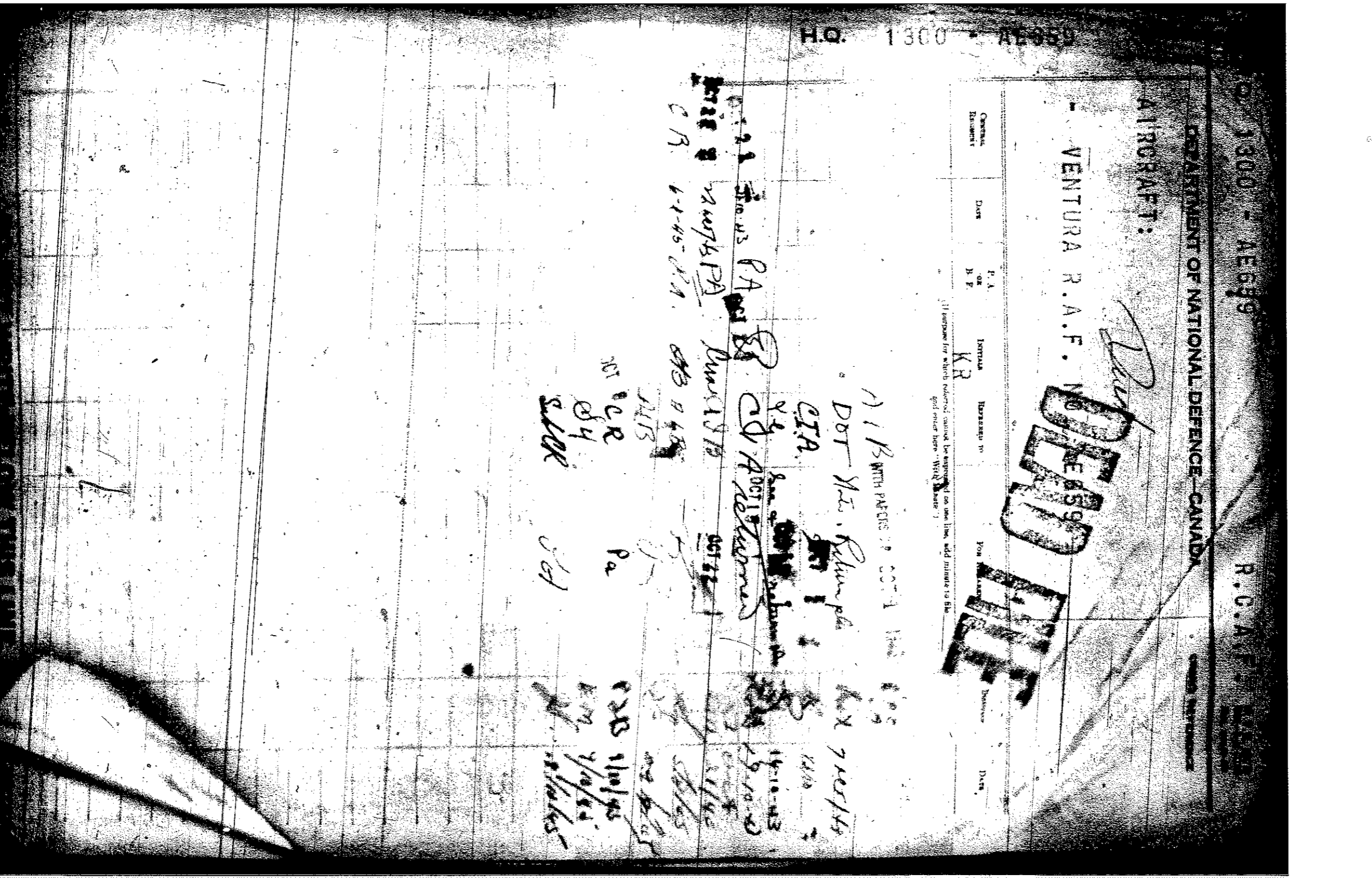
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14-10-43  
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ALL OTHERS CONCERNED IN THIS  
MATTER BY ORDER, 1957,  
MILWAUKEE, WIS.

Investigating Engineer's Report  
Accident to Western 45077 from No. 14  
DVA, Ironfield Station, on 27th June/57.

1. The proceedings of the investigation into  
the above noted accident are duly approved by this Board.

*AK*

(T. J. WILLIAMS) Q/C  
FOR THE BOARD.

*AK*

FROM: 34 DIV

REGISTRATION NUMBER 4579	DATE 9 APR	REGISTRATION AND DATE BY	YOUR
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**FLYING ACCIDENT SIGNAL REPORT REFERENCE: CAP. 100, SECTION 4, PAR. 12**

UNIT TO WHICH AIRCRAFT BELONGS: B. 34 DIV PENNFIELD RIDGE

PLACE, DATE AND TIME OF ACCIDENT: C. 2 MILES NORTH OF LIPNAU NB 2100 HRS 9

TYPE AND REGISTRATION NUMBER OF ENGINE(S) AND AIRCRAFT INVOLVED: D. VENTURA 1 A6559 PORT 1272/A 199290 STBD 090/A-199109

CATEGORY OF CRASH: E. CAT. (A)

PULL NAME, RANK AND NUMBER OF PILOT AND WHETHER KILLED, MISSING, DANGEROUSLY SEVERELY OR SLIGHTLY INJURED OR UNINJURED: F. R172001 P/O BEGG G H K UNINJURED

PULL NAME, RANK, NUMBERS AND DUTIES OF OTHER OCCUPANTS AND WHETHER KILLED, MISSING, DANGEROUSLY, SEVERELY OR SLIGHTLY INJURED, OR UNINJURED: G. 62422907 SGT CAATISS R G WAS UNINJURED

PULL NAME, RANKS, NUMBERS AND DUTIES OF OTHER PERSONNEL INVOLVED (NOT OCCUPANTS OF AIRCRAFT) AND WHETHER KILLED, DANGEROUSLY, SEVERELY OR SLIGHTLY INJURED, OR UNINJURED: H. N/A

J. *[Handwritten signature]*

K. *[Handwritten initials]*

NATURE AND SHORT DESCRIPTION OF ACCIDENT: M. *[Handwritten description]*

CHARACTER OF ACCIDENT OR APPARENTLY IF OBSCURE STATE "CAUSE OF ACCIDENT OBSCURE": N. CREW WERE CALLED OUT AND AIRCRAFT CANNOT BE RECOVERED FROM INVESTIGATION OFFICER ADVISED ALL PASSENGERS WERE KILLED BY LOW PULLS AND ROLLING TO

NAME	POST	RANK	REGISTRATION NUMBER	STATUS

THIS REPORT IS TO BE FORWARDED TO: *[Handwritten address]*

MEMORANDUM

1200-10599 (AIR)  
7th October, 1943.

A.M.F. (D.O.F.)

Investigating Officer's Report -  
Accident to Ventura AM599 from No. 34  
OTU, Pennfield Ridge, on 6th Aug./43.

1. While I am inclined to agree with the finding of the investigation and the A.O.C.'s remarks, it is difficult to understand how the pilot could have mistaken his controls to place the mixture control in idle cut out accidentally. He appears to have made no effort to restart the starboard engine.

2. Have you any comments, please, on this accident.

②

(J.B. Williams) O/S  
C.I. Accidents.

J.B. Williams

C.I.A.

He came back as this man must give the pilot  
any doubt and the outlet him for doing this  
in the circumstances as he found them. As  
does not allow some time to show a different

SUMMARY OF ACCIDENT INVESTIGATION - NO. 2087

Date and time	Aircraft	Field	Occupants	Injuries	Place of accident
5 Aug/43 1700 hrs.	Ventura I AB599	FA ON Pomerville Ridge.	P/O G.H.T. Begg (Pilot) Sgt. Charles K.G. (N.A.G.)	Uninjured	Lapwood River, K.B.

Object of flight.

Solo practice of feathering and single engine approach and landing.

Pilot

P/O Begg total flying time 241:40 hrs. time on type 16:00 hrs. solo on type 8:10 hrs. He was quick to assimilate instructions and has average flying ability but is of nervous character. His instructor said he was capable of carrying out single engine feathering but was inclined to be hasty in his actions. He had received no instruction in drill of vital actions in an emergency of the kind encountered here.

Description of flight

Prior to the subject flight aircraft had flown on two previous flights, one from 1315 hrs. to 1425 hrs. and the other from 1430 hrs. to 1530 hrs. During both of these flights it was flown S.E. on the port engine and was fully serviceable. The aircraft was refueled and took off again at 1605 hrs. It safely completed one flapless and one S.E. landing which were carried out on the rear main tanks. After taking off again it climbed to 3000 ft. where the pilot changed to auxiliary tanks and then climbed on up to 4000 ft. There he went on to S.E. procedure and flying on the port engine. He had been flying about 4 minutes on the port engine with the starboard engine feathered when he heard a muffled rush of air or dull thud on the port engine followed by the aircraft yawing to port. He had been using 30% of boost and 2100 R.P.M. on the port engine but was not maintaining altitude and opened up pitch control to 2500 R.P.M. This was too high and he was reducing R.P.M. when he became aware of port engine failure. The aircraft lost 1000 ft. of altitude before the pilot regained control. He was then gliding at 100 m.p.h. and made a quiet cockpit check noting the ignition and fuel on, 25 gals in tanks and mixture control in auto rich. Though in control of the aircraft he gave the order to abandon because there was no suitable field for a forced landing available. After the W.A.G. called out the pilot went back to try to start the engine by manipulating the throttle but did not succeed, he abandoned the aircraft and it crashed, exploded and burned. It was totally destroyed but neither of the crew was injured.

The Chief Engineering Officer who examined the wreckage stated that he found both mixture controls in the auto cut out position. The pilot stated that the port mixture control was in the auto rich position locked and the starboard one in idle cut off. The C.E.O. found no fault in the port engine fuel pump magnets or ignition.

Findings of the investigation

Circumstances

A/C was flying at 4000' with stbd engine 'feathered', when port engine failed. Pilot failed to restart either engine, so pilot and crew 'baled out', plane crashed in wooded area.

Cause

Faculty cockpit drill on part of pilot, i.e. Mixture control in 'idle cut-out'.

Recommendations

The feathering procedure carried out under supervision of an instructor. As it is an emergency device it is suggested that with pupil pilots with little experience of the 'feathering' to be used only in emergency than others.

Remarks by C.O.

The C.O. did not occur in the findings and submitted to the report of the Chief Investigator attached to the proceedings. This report is attached to the

Remarks by G.O. Central

Findings on the grounds that there was not sufficient evidence to support them.

Comments by A.O.C.

Although the evidence is not conclusive, I do concur with the finding under the circumstances, especially in view of the evidence of the Chief flying Instructor, who states that the pilot is inclined to make hasty decisions.

The recommendations in para. 14 is not agreed with as pupils have extensive dual instruction in feathering altimeters and single engine flying and it is considered essential that they should carry out this very important practice by themselves in order to gain confidence.

Conclusions of Accident's Investigation Branch

Agree with the findings and with the remarks of the A.O.C.

  
(J.M. McInnis) P/O

622 Oct/43  
1300-12659

*Rec'd. 2/28/37*  
*W. G. J. [unclear] 2/28/37*

**PROCEEDINGS OF COURT OF INQUIRY OR INVESTIGATION  
 FLYING ACCIDENTS**

THE MEMBERS OF THE COURT OF INQUIRY (The Officer conducting the investigation) CARRY AS FOLLOWS:—

(A) That the following instructions have been read and understood:

1. The Findings which the Court or Investigating Officer are called upon to make should be kept clearly in view in conducting the inquiry.
2. It must be borne in mind that the Findings (including an opinion as to the cause of the accident and the degree of responsibility and any recommendation for the future) must be based upon and supported entirely by the recorded evidence of the witnesses or by additional facts ascertained by the Court itself or by the Investigating Officer, which are to be recorded in items 8 and 9 of the Findings.
3. The Court or Investigating Officer will therefore ensure that the necessary witnesses are called and that their evidence on all material points is ascertained and recorded.
4. The evidence of every witness is to be typewritten wherever possible. This will be done on ordinary foolscap sheets. Only one side of the sheet should be used. The pages of these sheets (after being signed as described below) must be consecutively numbered and securely fastened.
5. Each witness must sign each page of the evidence upon which his own evidence is recorded.
6. The questions put to witnesses should be as simple as possible, and the Court or Investigating Officer should ensure that the recorded evidence of each witness is free from ambiguity although it may not agree with the evidence of another.
7. The HEARINGS OF THE FINDINGS have been framed so as to meet the case where more than one aircraft is involved in the accident, and care is to be taken to see that the Findings clearly indicate to which aircraft they refer.

(B) That the Inquiry (Investigation) opened on (date) August 16th 1937 at (place) Forest Hill, Ridge, Ill. by order of A. O. C. I. I. A. C. with instructions to inquire into the circumstances connected with the Accident at 1130 (hour) on (date) 5th August 1937 at (place) Logansport, Myers, Ill.

FOR THE PURPOSES OF (i) Establishing the facts called for in the Findings;  
 (ii) Enabling the Court or Investigating Officer to state its opinion as to the circumstances and the cause of the accident and to make recommendations for the future;  
 (iii) Inquire especially into

(C) THAT THE AIRCRAFT INVOLVED:

AIRCRAFT		ENGINES	
Type and Make	Engine Description, Serial No., etc.	Type and Make	Serial No.
Ventura I N 659	Totally	Double Vary KODOL- MILBO	Port A.198290 5174 A.199137 840
			1272
			840

*W. G. J.*

9. The (C) have (General) visited the scene of the accident before (General) the aircraft was removed and have found the following material facts.  
If not, state why not.

That both engines were broken off and in good condition for examination, but airplane burnt out.

1. Both mixture controls on throttle quadrant in "full-out-out" and showing no signs of fracture.
2. Vapour vent flaps collapsed on both engines.
3. Mixture control on carburettor damaged and in "quite rich" position

10. That the aircraft was loaded as follows:

Tare Weight 27,524 lbs

Pilots, Crew and Passengers

Post Load 3,390 lbs

Oil Load 225 lbs

Equipment, Bombs, Guns Nil  
Dual aircraft

Gross Weight Approx 29,000 lbs

State Location of Occupants

P/O G.H.K. Beeg in Pilot's seat  
Sgt K.O. Currie in WAO's compartment

State Quantity of Fuel in each Tank:

Not known  
Aircraft burned out after 55 mins. flying  
At take off, full - Rear tanks 219 Gal  
Front " 158 "  
Aux Tanks 84 "

State what Equipment, Bombs, Guns, carried:

Dual Control only

11. That the following paragraphs of C.A.P. 100 or Station Standing Orders were not complied with:

Nil

12. That the circumstances of the accident were, very briefly, as follows: Aircraft was flying at 4000' with starboard engine 'feathered', when port engine failed. Pilot failed to restart either engine, so pilot and crew 'baled out', plane crashed in wooded area.

13. That the cause of the accident in our (my) opinion was as follows: Pilot's control skills on part of pilot, A.S. Mixture control in 'full out-out' (see opposite page for further remarks).

14. That the following are our (my) recommendations for the prevention of this type of accident:  
If there are no recommendations, say so. That feathering be carried out under supervision of an instructor. As it is an emergency device it is suggested that with pilot pilots with little experience of the aircraft, 'feathering' is to be used only in emergency when solo.

Signature of President of Court  
(Or Investigating Officer)

Signature of Member of Court

Signature and Remarks of Officer Commanding (If remarks are lengthy, attach separate page) The above information is a summary of the investigation of the accident and is not intended to be a final report. The full report will be available on request. (Signature) Date of Report 25/1/1943 (Signature)



K. E. J. 10-43  
 B. G. J. 10-10  
 01-289-45

RELEASED  
 BY THE  
 R.C.M.P.  
 MONTREAL



**PROCEEDINGS OF COURT OF INQUIRY OR INVESTIGATION**  
**FLYING ACCIDENTS**

THE MEMBERS OF THE COURT OF INQUIRY (The Officer conducting the investigation) CERTIFY AS FOLLOWS:—

(A) That the following instructions have been read and understood:

1. The Findings which the Court or Investigating Officer are called upon to make should be kept clearly in view in conducting the inquiry.
2. It must be borne in mind that the Findings (including an opinion as to the cause of the accident and the degree of responsibility and any recommendation for the future) must be based upon and supported entirely by the recorded evidence of the witnesses or by additional facts ascertained by the Court itself or by the Investigating Officer, which are to be recorded in items 8 and 9 of the Findings.
3. The Court or Investigating Officer will therefore ensure that the necessary witnesses are called and that their evidence on all material points is ascertained and recorded.
4. The evidence of every witness is to be typewritten whenever possible. This will be done on ordinary foolscap sheets. Only one side of the sheet should be used. The pages of these sheets (after being signed as described below) must be consecutively numbered and securely fastened.
5. Each witness must sign each page of the evidence upon which his own evidence is recorded.
6. The questions put to witnesses should be as simple as possible; and the Court or Investigating Officer should ensure that the recorded evidence of each witness is free from ambiguity although it may not agree with the evidence of another.
7. The HEADINGS OF THE FINDINGS have been framed so as to meet the case where more than one aircraft is involved in the accident, and care is to be taken to see that the Findings clearly indicate to which aircraft they refer.

(B) That the Inquiry (Investigation) opened on (date) August 15th 1943 at (place) Pointe-a-la-Paix, N.B.  
 by order of A.C.C., T.A.C. with instructions to inquire into the circumstances  
 connected with the Accident at 1700 (hours) on (date) 5th August 1943  
 at (place) Logan's River, N.B.

FOR THE PURPOSES OF (i) Establishing the facts called for in the Findings;  
 (ii) Enabling the Court or Investigating Officer to state his opinion as to the circumstances and the cause of the accident; and to make recommendations for the future;  
 (iii) Inquire especially into

(C) THAT THE AIRCRAFT INVOLVED:

AIRCRAFT		ENGINEERS	
Type and Serial No.	Engine Description or Remarks	Type and Serial No.	Remarks
Type <u>AT 659</u> Serial No. <u>12500-21289</u>	Engine Description or Remarks <u>Rotally</u>	Type <u>Boeing</u> Serial No. <u>12500-21289</u>	Remarks <u>Port 1272</u> <u>Starboard</u>
		Type <u>Boeing</u> Serial No. <u>A.199137</u>	Remarks <u>Starboard</u> <u>Starboard</u>

*Handwritten initials/signature*



(10) That the instructions contained in Para. A have been followed and we (1) make the following findings:

1. That the purposes of said instructions for the flight(s) were as follows:

*Was ordered the flight and for which purpose and if any special instructions were given and if not, state why not.*

Aircraft Type	No.	Whether fitted with single or dual control	Names of occupants of seats
			Front Back Other
Ventura I	AE 659		P/O Bege Sgt Curtis

That P/O V.O. Slater authorized the flight for the purpose of spraying out 'feathering', single engine approaches and landings

4. That the aircraft was (were) controlled as follows:

Aircraft Type	No.	No. of Seats	Whether fitted with single or dual control	Names of occupants of seats
				Front Back Other
Ventura I	AE659	5	Dual	P/O Bege Sgt Curtis

5. That the aircraft took off as follows:

Aircraft Type	No.	Time	Weather conditions upon Aircraft take off and also, if practicable, of the area.
Ventura I	AE 659	16.05	Weather conditions very good. Slight possibility of carburettor icing.

6. That the condition of aircraft at commencement of flight(s) was as follows:

Aircraft Type	No.	WHEN LAST EXAMINED			Whether Aircraft and Engines in the Position in Question
		By Whom	Date	Time	
Ventura I	AE 659	S Sgt	14/3	0900	Yes

7. That we (1) have (have not) examined the following aircraft, engine and Pilot's Flying Log Books and Pages L. 14 and have ascertained:  
 \*If not, state why not.

Description of Book and Page

Remarks, including Material Facts supporting or contradicting Evidence of Witnesses

Aircraft Log  
 Airframe Logs  
 Propeller Logs  
 In 14

All in order. All Maintenance Regulations complied with

Single Flying Log

8. That we (1) have been unable to obtain the evidence of the following material witnesses:

Name	Rank	Date	Reason preventing obtaining of evidence	How contacted with witness
			W I 2	

J. Edgar O.H.E. Dage  
 W. H. 2987 K.O. Durrle

Rank	Unit	Signature	Signature	Signature
P/O Sgt	34 O.R.D.	D.L.G.	A.B. 609	W. H. 2987

(D) That the composition of the Court or Name of Investigating Officer is:

Rank	Name	Unit
P/Lt	V.L. Evans	31 O.P.T. Debert
President		
Members		
In Attendance		

(E) That the list of witnesses is:

Rank	Name	Date of Discharge (if any)	Rank	Name	Date of Discharge (if any)
P/O	V.O. Rivter	34 O.R.D.	P/Old	D.L. Gibson	34 O.R.D.
P/O	O.H.E. Dage	"	Sgt	V.L. Price	"
Sgt	K.O. Durrle	"	"	"	"
Sgt	J.R. Milligan	"	"	"	"
Lt	G.O. Grantley	"	"	"	"
Lt	J.J. Parley	"	"	"	"
S/Lt	A.R. Edinger	"	"	"	"
Sgt	O.E. Kitten	"	"	"	"

(F) That the flying experience of the Pilot(s) prior to this flight was:

Name of Pilot(s)	Aircraft Type	Total	TIME FLOWN ON EACH TYPE			
			(A) Single Engine propeller driven	(B) Total Flying	(C) Single Engine	(D) Multi-Engine propeller driven
P/O O.H.E. Dage	Piper Moh	10.35				
	Overall	57.05				
	Cessna	147.25				
	Asson	10.35				
	Twin Otter	16.00				

(G) That the evidence obtained by the Court Investigative Officer is set out in the evidence of fact

of the Court Investigative Officer is set out in the evidence of fact

No. 10 Investigating Section

Date: 19th August 1943

NOTICE TO VERTICAL AIRCRAFT R.A.F. 679.

It is certified that I have impounded Log Books and serials  
L.114 in respect of the above aircraft.

(A.P. Young)  
Flying Officer,  
for Station Adjutant,  
No. 34 O. F. U.  
WALL, AIR FORCE.

**Remarks of Air Officer Commanding**

Although the evidence is not conclusive, I do concur with the finding under the circumstances, especially in view of the evidence of the Chief Flying Instructor, who states that the pilot is inclined to make hasty decisions (see Answer 3 Page 3).

The recommendation in paragraph 2b is not agreed with as pupils have extensive dual instruction in fastening seatbelts and single engine flying and it is considered essential that they should carry out this very important practice by themselves in order to gain confidence.

*W. J. Seward*

(W. J. Seward), Air Commodore,  
Air Officer Commanding  
No 12 (Trng) Group HQ,  
Eastern Air Command.

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Page 7 Statement of 4th witness, Sgt. J.R. Mulligan, Pilot  
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Page 12 Statement of 9th witness, W/Cmdr. D.A. Gibson, Chief Technical Officer  
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Page 14 Findings of the Investigating Officer

LIST OF EXHIBITS

- \*A\* Photostatic copy of Flight Authorization Sheet  
\*B\* Photostatic copy of L-14  
\*C\* Photostatic copy of sketch showing scene of accident  
\*D\* Photograph of area and wreckage  
\*E\* Map showing location of accident  
\*F\* Photostatic copy of engine log books.

APPENDIX

\*A\* List of equipment lost in Ventura A5659.  
\*B\* Certificate of Impounding of Log Books of Ventura A5659

STATEMENT OF THE INVESTIGATOR

No. 34 O.S.U. Roundfield Ridge - August 17th, 1943 - 0900 to 1230 hours  
do August 17th, 1943 - 1400 to 1700 hours  
do August 18th, 1943 - 0900 to 1230 hours  
do August 18th, 1943 - 1400 to 1700 hours

120 VIKING. Flying Officer Robert Gordon (12001) was

I am P/O Gordon's instructor and have supervised his flying instructor at No. 20 F.O. Flight Air Force, Portland Regt, New Zealand.

On 6th August 1943 at 1305 hours I saw Venture aircraft being given dual instruction in single engine approaches and landings with another pupil. During this practice I was flying on the port engine. I also gave the aircraft a thorough test on the ground. I found the aircraft fully serviceable both in the air and on the ground.

At 1305 hours I authorized P/O Bagg to carry out 'feathering' and single engine approaches and landing exercises in this aircraft. I now produce Authorisation Sheet marked Exhibit 'A' and attached to the Summary.

Q. 1 Is P/O Bagg your pupil on the Conversion Course?

A. 1 Yes.

Q. 2 Has he been given adequate instruction on single engine and feathering procedure?

A. 2 Yes, he was given dual instruction on feathering and single engine approaches and landings on 22 July, 1943.

Q. 3 How capable was this pupil on single engine feathering?

A. 3 I found him capable of carrying out the exercise, but he was inclined to be hasty in his actions.

Q. 4 Can you give an assessment on the general flying ability of this pupil?

A. 4 Yes, I have been instructing this pupil for four weeks prior to this incident and found him quick to understand instruction and of average flying ability, but he appears to have a nervous character.

Q. 5 Has this pupil ever shown signs of vital weakness for an emergency of this kind?

A. 5 No, it is not considered necessary.

S. C. Clark P/O.

12/5/43

Signature  
(Ink smudges)



I am P/O Walters, a pilot officer of No. 20 O.S.U. Royal Air Force Station, Portland Bridge, New Brunswick.

At 1605 hours on 5th August, 1949, I was instructed by my instructor, P/O. Gitter, to carry out single engine'd flapless landings and feathering on Ventura aircraft AB59. The aircraft was refuelled prior to the commencement of the flight and I carried out one flapless and one single engine landing on my rear main tank. I took off again and climbed to 3,000 feet and switched from my rear main to my auxiliary tanks and then climbed up a further 1000 feet and carried out single engine procedure and flying on the port engine. After approximately four minutes single engine flying, with the starboard engine feathered, I heard a sudden rush of air and the aircraft immediately yawed to port losing 1000 feet in height. I immediately trimmed it to glide and did a quick cockpit check, i.e. ignition on, petrol on, 25 gallons in the tank, and mixture control in auto rich. I was in complete control of the aircraft gliding at 100 miles per hour, but with no suitable forced landing field in the vicinity I gave orders to my W/O, Sgt. Curtis, to abandon the aircraft. After my W/O had jumped I parachuted backwards about following him and went back to make another attempt to restart the engine by manipulation of the throttle. An intake was no response to the throttle and we were getting rather low I hopped to the rear and abandoned the aircraft. I settled on my way down the aircraft had turned from my hasty landing to starboard to approximately Northwest. The aircraft continued the glide into the trees and I heard an explosion just before I landed. I made my way to the nearest habitation and reported to my Station.

Q. 5 Were you given any indication that the engine was about to fall, intermittent running, or popping back?

A. 6 No.

Q. 7 Were the instruments on the port engine reading correctly?

A. 7 Yes.

Q. 8 After failure of port engine was drill of visual section followed? A.O. always tanks and operate auxiliary fuel pump?

A. 8 No. I carried out quick cockpit check as given in above statement.

Q. 9 Did you make any attempt to restart the starboard engine?

A. 9 No, because I thought I had insufficient time.

Q. 10 Did you check your instruments after the engine had failed?

A. 10 Yes, ~~but saw no instruments~~ fuel gauges, fuel pressure gauge, fuel pressure light, the engine had failed!

Q. 11 What heights and turns were you making on the port engine?

A. 11 30 lapses west and 2100 r.p.m.

Q. 12 Were you maintaining height?

A. 12 No, so I opened up the stick control. I opened up the stick control to 2700, but as there were very few trees I decided to reduce height when I became ~~power~~ engine failure.

*(Handwritten signature and initials)*

Q. 13 How far could back to midposition the throttle did you notice that position the forward seat on the throttle quadrant?

A. 13 Yes, port engine controls, pitch was far approximately 2000 feet, throttle right back, mixture in auto rich and locked. Starboard engine controls, pitch full course, throttle right back, mixture idle and off.

Q. 14 Before abandoning the aircraft did you switch off petrol ignition or move any control apart from the throttle?

A. 14 No.

*W. K. ... R/O.*

*12/1/63*

*W. K. ...*

THE WITNESS

Mr. Robert J. [unclear] [unclear] [unclear] station

I am Sergeant Robert George Smith, a pilot  
Wilson Air Base in the 34 O.S.P. Royal Air Force,  
Pearfield Ridge, New Zealand.

On 8th August 1943 at 1633 hours I was carrying  
out my duties as Wilson Operator Air Base in  
aircraft Ventura A669 and was in the process of  
sending a message to base. I heard a dull thud from  
the port engine and the aircraft immediately yawned  
to the left losing height. A few seconds afterwards  
I noticed that the pilot had the aircraft under control  
and gliding. Shortly after this the pilot gave me  
orders to abandon the aircraft. I immediately went  
to the rear door and abandoned the aircraft.

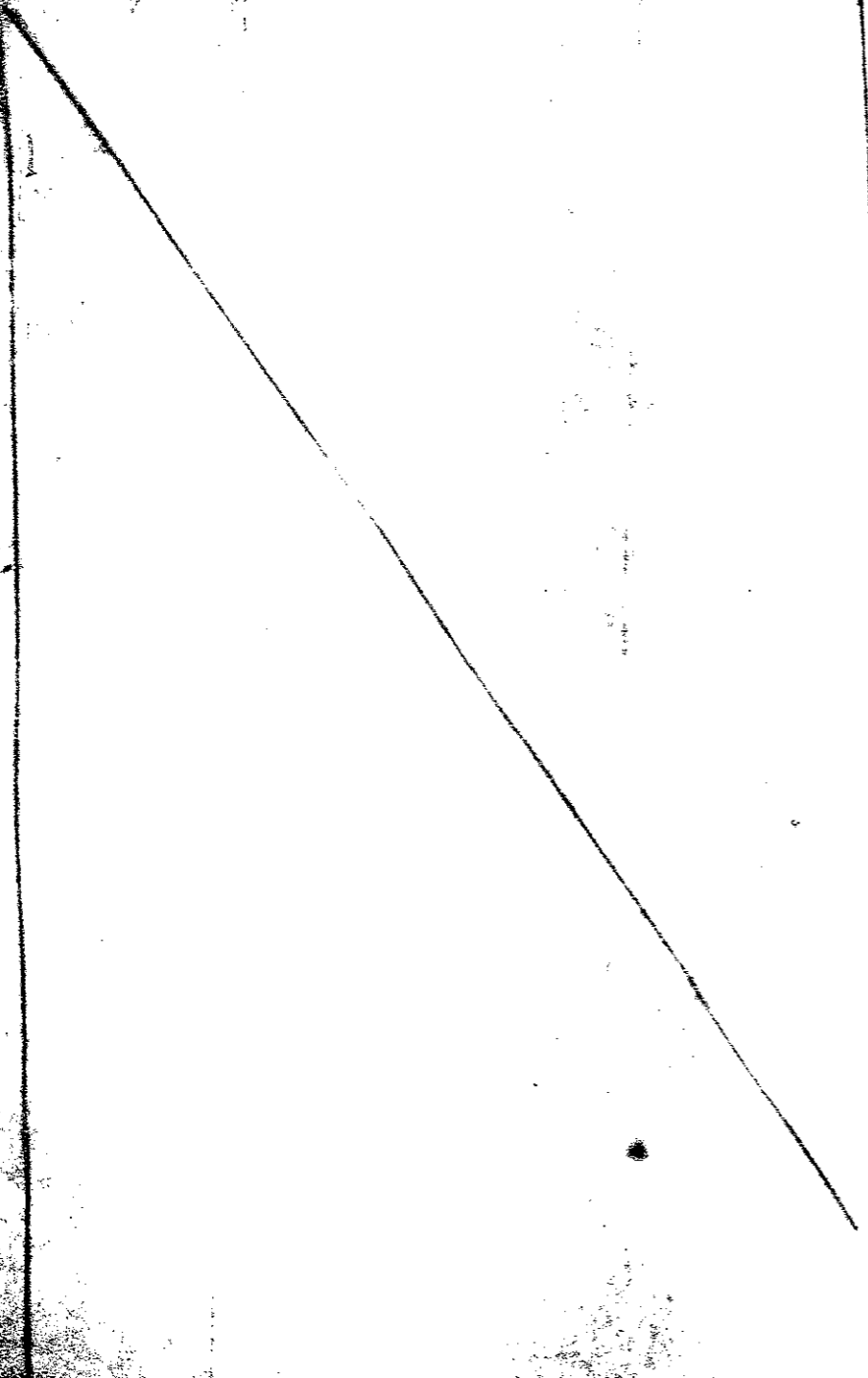
Q. 15 Did you notice anything unusual in the behaviour  
of the aircraft before the failure of the port engine.

A. 15 No, the aircraft seemed to be flying quite normally.

Q. 16 Did you see the aircraft coming down while you were  
descending?

A. 16 Yes, I saw the aircraft in a diving turn to starboard  
and disappeared behind a hill.

R. J. Smith... Sgt.



12/1/43

Robert J. Smith  
Wilson Air Base

WITNESSES

**Mr. JAMES G. MORGAN, Justice Department Pilotless Aircraft**

I am Sgt. Justice Morgan's pilot on a flight at No. 34 O.R.U., Royal Air Force, Pennington Ridge, New Brunswick.

On 28th August 1943 at 1830 hours I flew Ventura aircraft **AD99** and carried out one hour's solo practice just prior to P/O Dagg's exercises.

Q. 17. Did you carry out any single engine practices flying on the port engine?

A. 17. Yes, single engine cruising and one landing.

Q. 18. Was the aircraft behaving normal during those exercises?

A. 18. Yes, the aircraft was flying quite smoothly with the exception that there was an increase of two inches of boost and 300 to 400 rpm above the normal required for single engine flying on this type of aircraft.

*J. Morgan*

*J. Morgan*

*J. Morgan*

ALL WITNESSES

Mr. [Name] [Rank] [Service] [Address]

I am Sgt. [Name] [Rank] [Service] [Address] Pilot at No. 34 O.R.U., Royal Air Force, Penfield Ridge, New Brunswick.

On 8th August 1943 at 1430 hours I flew Ventura aircraft A4699 and carried out one hour's solo revision just prior to P/O Bagge's exercises.

Q. 17. Did you carry out any single engine practices flying on the port engine?

A. 17. Yes, single engine cruising and one landing.

Q. 18. Was the aircraft behaving normal during these exercises?

A. 18. Yes, the aircraft was flying quite smoothly with the exception that there was an increase of two inches of boost and 300 to 400 rpm above the normal required for single engine flying on this type of aircraft.

*J. M. [Name]* Sgt.

M/Es [Name]  
(Date)

[Signature]  
(Investigating Officer)

Q. 18.

Has Wright type Pratt engine been used at station?

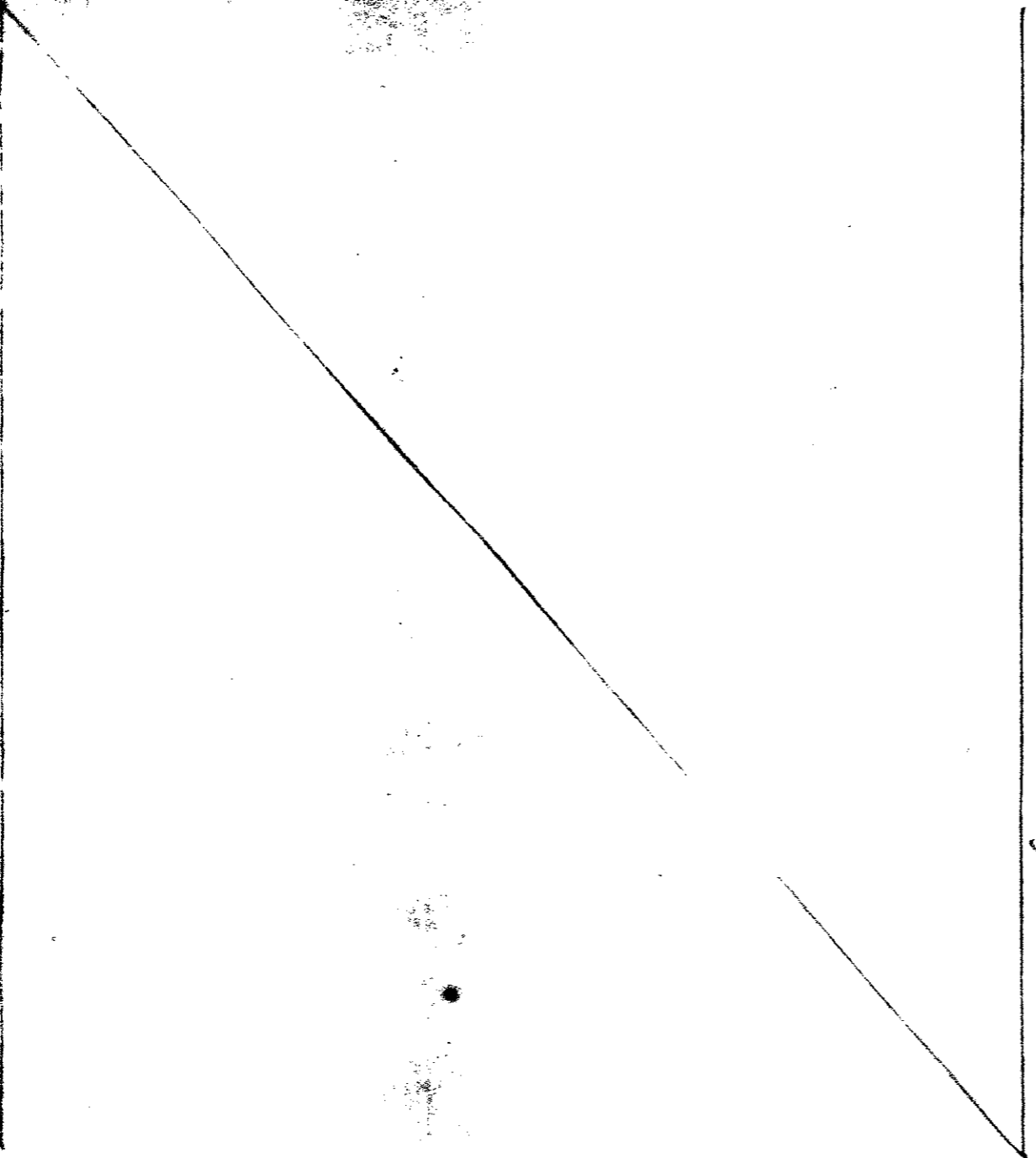
I am not sure. I have checked engine log at 27th St. at New York City. I have not found it there. See attached.

<sup>445</sup> On 1st August, 1945 at 8:30 hours I carried out the daily inspection on Ventura AB59 on the starboard engine. I ran this engine up and gave it a ground test and found it perfectly serviceable.

Q. 19 How much experience have you had of this type of engine.

A. 19 Sixteen months.

.....<sup>0</sup> S. J. ... JAO.



... 17/dec ...  
(initial)

...  
(Investigative officer)

608. WITNESS.

No. 1374648 and John James Terling witnesses

I am JAM. Terling, employed as a P.M.E. at No. 34 O.T.U., Royal Air Force, Bramfield Regts. New Brunswick

On 4th August 1943. At 0800 hours I carried out the daily inspection on Ventura AB693 on the port engine. I ran this engine up and gave it a ground test and found it perfectly serviceable.

Q. 20 How much experience have you had of this type of engine?

A. 20 Approximately six weeks.

at 1374648  
of 1374648

12/8/43  
(Signed)

JAM. Terling  
(Investigating Officer)

**THE EXAMINER** Squadron Leader Alan Richard Bellamy (M.B.E.)  
subject

I am Squadron Leader Alan Richard Bellamy,  
employed as Squadron Commander of Conversion  
Squadron at No. 34 O.F.U. Royal Air Force, Pinnerfield  
Ridge, New Brunswick.

Q. 21 Can you give me a report on the flying ability of  
P/O. Beag?

A. 21 No. I have not personally flown with this pupil.

Q. 22 Is solo feathering practice a part of your syllabus?

A. 22 Yes.

Q. 23 Should P/O Beag be using the auxiliary tanks?

A. 23 Yes. An order has since been published prohibiting  
the use of auxiliary tanks except in cases of  
emergency.

Q. 24 Can you state the endurance of the auxiliary tanks?

A. 24 Yes, approximately 45 minutes at economical cruising.

2 1  
A. I. Bellamy, S/Ldr.

12/8/48

(The undersigned certifies)  
S/Ldr.



... ..

I am Sergeant Oswald Stanley Wilson, assigned as a Flight FTR and an R.O.C. (a engine maintenance) at No. 34 O.F.V., Royal Air Force, Pembfield Ridge, New Brunswick.

Q. 25 That repairs did you carry out on Ventura aircraft 46699 just prior to the accident on 6th August, 1943?

A. 25 I supervised the repair of the Vapour Vent Flap on carburettor of the port engine on 6th August 1943, and also running mixture on 7th August 1943. I produce photographic copy of L.I.4 marked "3" and attached to the Summary.

Q. 26 Did you run this aircraft up after the repairs had been carried out?

A. 26 Yes.

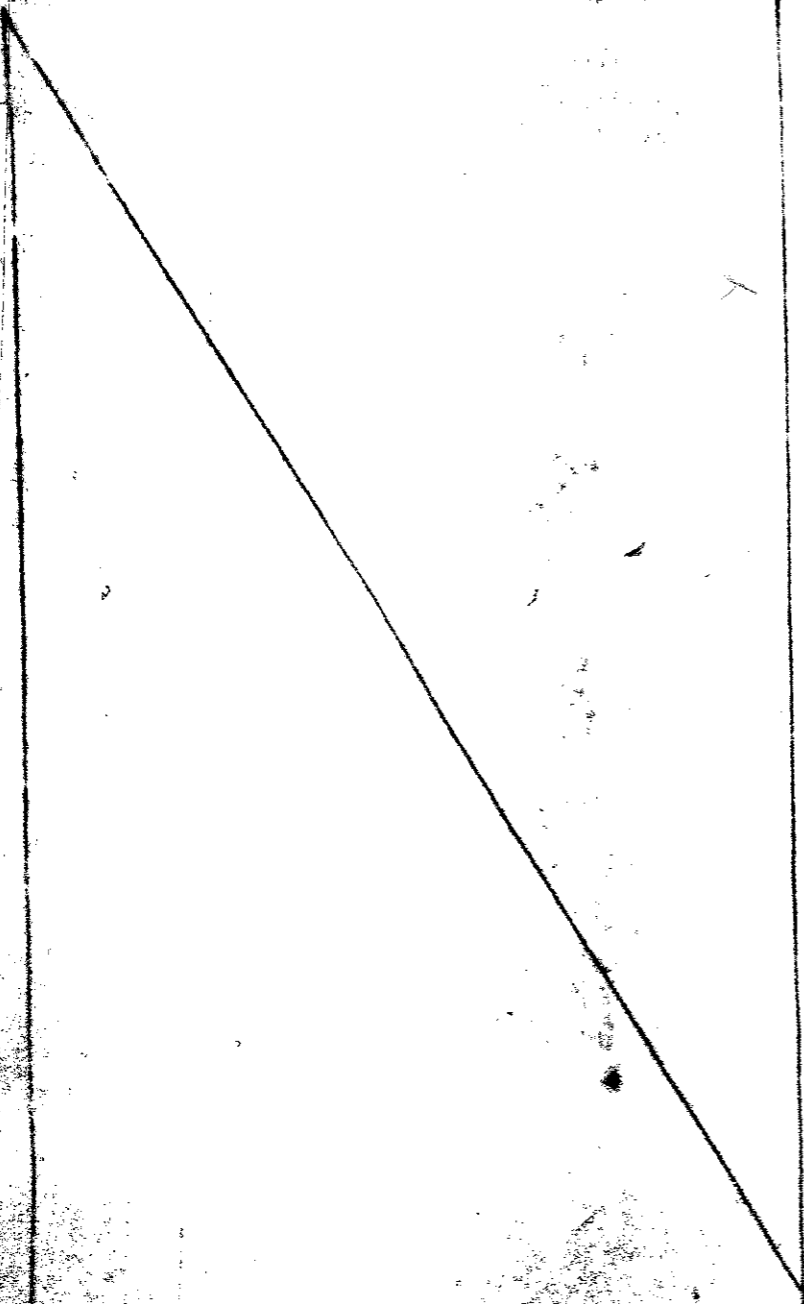
Q. 27 Was the engine running satisfactory?

A. 27 Yes, quite in order, but a ground test would give me indication of any defect in the Vapour Vent.

Q. 28 How much experience have you had with this type of engine?

A. 28 About seven months, but two years with the Brambling carburettor.

*Oswald Stanley Wilson*  
Sgt.



*D.L.P. 103*

*ASST. Comdant P. 1034*  
*10/10/43*

200-100000

Investigation Report (Form 1)

I am Wing Commander Donald Andrew Gibson employed as Chief Technical Officer at No. 34 O.R.U. Royal Air Force, Farnborough, New Brunswick.

I hereby produce two engine Log Books, photographic copy of which will be marked Exhibit 'A'. I produce as Exhibit 'B' sketch of the scene of the crash. I produce as Exhibit 'C' map of the area showing location of the crash, and Exhibit 'D' photographs of the area and wreckage. I also produce the Pilot's Flying Log Book which the Investigating Officer has inspected and found in order.

At about 1000 hours on 9th August 1943 I visited the scene of the crash of Ventura AB59 and made a preliminary examination of the wreckage in order to try to ascertain the cause of the accident. Both engines had broken away from the airframe which had burnt out. I visited the following observations:

- (a) Both mixture controls were in the auto cut out position on the throttle quadrant.
- (b) The vapour vent float of the port engine was collapsed.

The mixture control, known on the port engine had been broken by contact with the engine bearings consequently the evidence of the port mixture control being in automatic cut out at the time of the accident cannot be taken as conclusive although it should be regarded as a possible cause.

When the port engine vapour vent float was found collapsed it was thought that this might have some bearing on the accident, but on further investigation it was found that the starboard engine vapour vent float was collapsed also; consequently it was concluded that these floats collapsed when the aircraft crashed, as they showed no other signs of mal-assembly.

The port engine petrol pump, magnets and ignition gear thoroughly examined but no faults could be found which might have bearing on the accident.

Q. 29 What is your opinion as to cause of the accident?

In view of the fact that the mixture control lever on the throttle quadrant has a positive location and is difficult to dislodge, I am of the opinion that the pilot had moved the port engine mixture control to automatic cut off thereby producing stoppage of that engine.

Q. 30 What was the position of the tank collection vent at the time of the accident?

A. 30 This was burnt out. *Malfunction.*

*Malfunction*

*Malfunction*

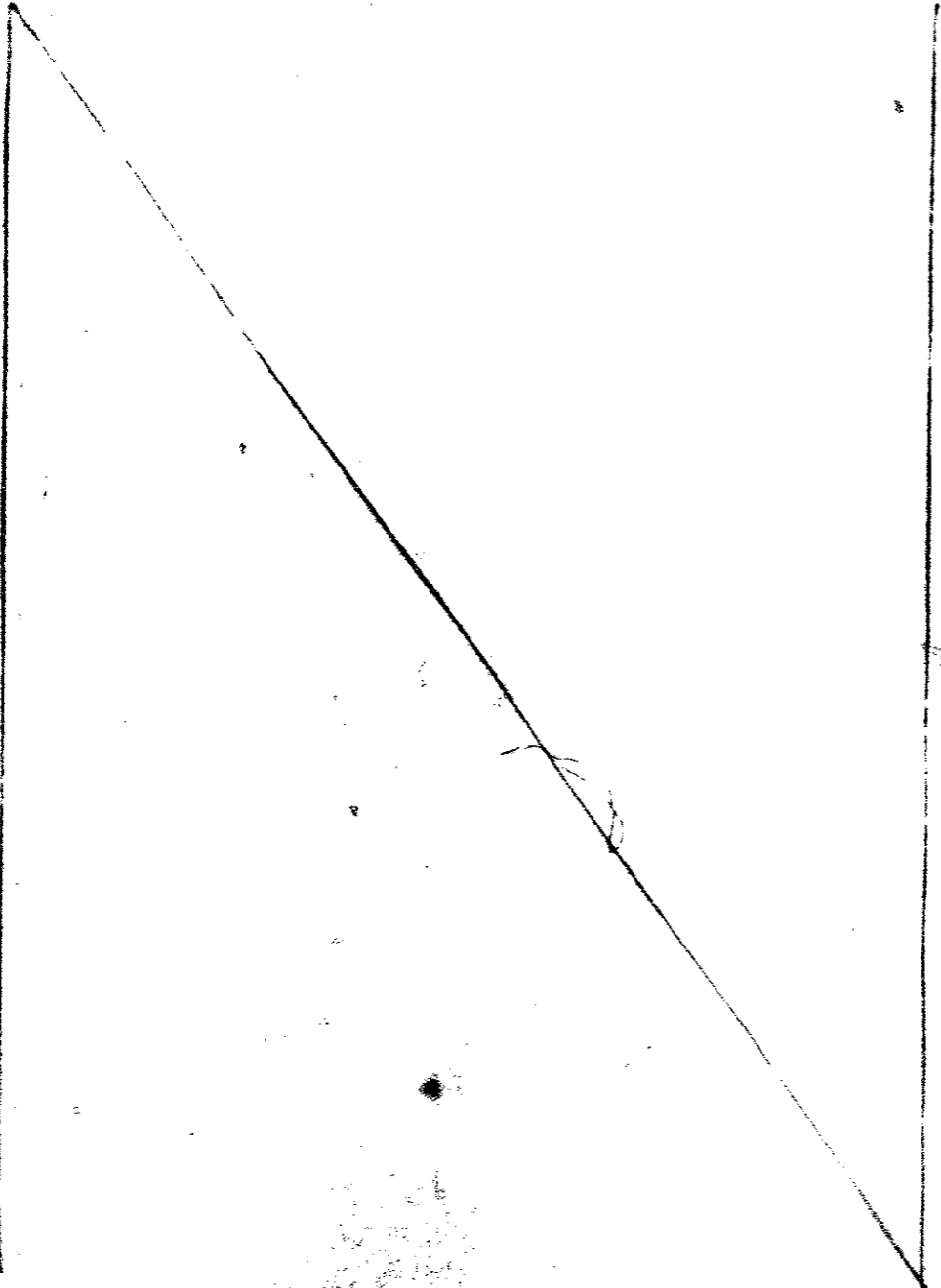
1044 VITRINE No. 967799 Sergeant William Kenneth Price status

I am Sergeant William Kenneth Price, employed as H.O.O. Piloter II s/o No. 2 Shift "A" Flight at No. 34 O.R.U., Royal Air Force, Pownfield Road, New Brunswick.

I was on duty at 1600 hours on 8th August 1943 when Ventura aircraft AB599 took off on a flight.

I received this aircraft from Repair Squadron at 1300 hours on 8th August 1943. I examined the L.14 and found that the daily inspection had been signed for at 0900 hours on 8th August 1943.

.....  
W. Price  
.....



.....  
W. Price  
.....

.....  
W. Price  
.....  
(Investigative section)

STATEMENT OF THE INVESTIGATING OFFICER

The investigation was conducted on 7/9/54. The (original) was carried out by the engine and fueling parties on 7/9/54. The engine and fueling parties flying with the starboard engine fully feathered the port engine failed, and as pilot did not carry out proper procedure to re-start either engine, he and his VAG, Sgt. Curtis were forced to abandon aircraft over timbered country.

In view of all the evidence I am inclined to the opinion that the accident was due to pilot inadvertently moving mixture control into 'idle cut-off' instead of manipulating pitch control as stated in his evidence. Aircraft immediately yawed to the left and pilot appears to have become a little panicky inasmuch as proper immediate action was not taken to restart one or both engines.

1. Tanks had just been changed over and pilot states that 25 gallons remained in the tanks.
2. Ignition ~~switch~~ <sup>was</sup> on ground after crash and found <sup>no fault</sup> ~~no fault~~ <sup>was</sup>.
3. Mixture control ~~and carburettor~~ <sup>was</sup> could easily have been forced into rich as it was fractured when aircraft crashed, whereas mixture control in cockpit ~~was~~ <sup>was</sup> no sign of force which would have caused it to become unlocked from rich position, i.e. force required vertically and horizontally to release lever and put it to idle cut-off.

.....  
(Investigating Officer) 2/10.



Handwritten text, possibly a ledger or account book, with multiple columns and rows of entries. The text is heavily obscured by noise and artifacts, making it largely illegible. Some faint words like "DEBIT" and "CREDIT" are visible in the left column.

1859

1 - 2 - 1859



EXHIBIT C

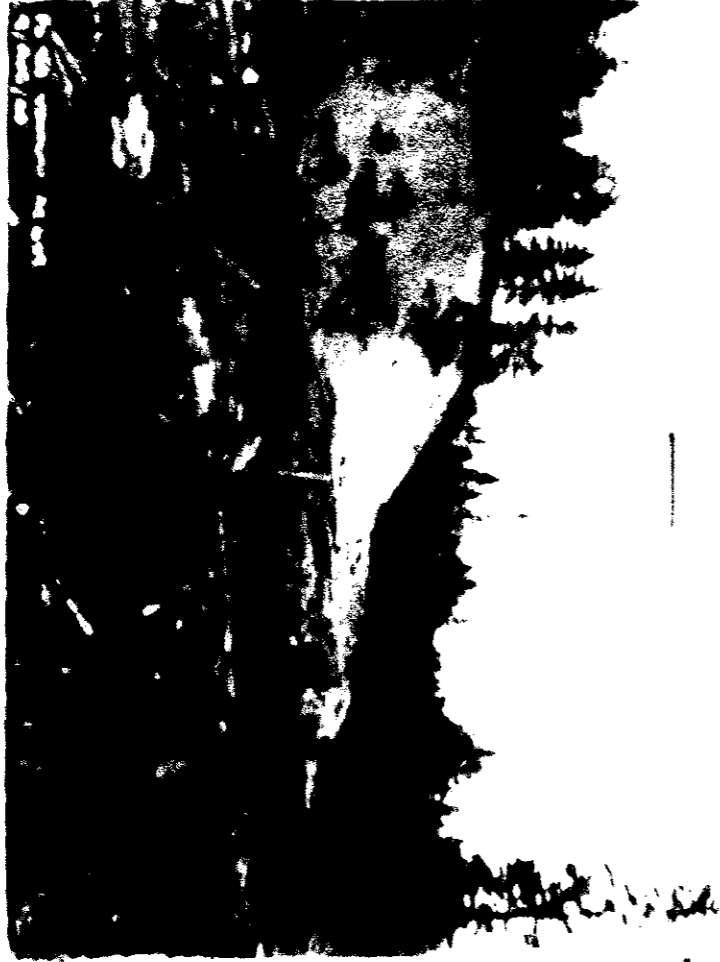
No. 54 0711

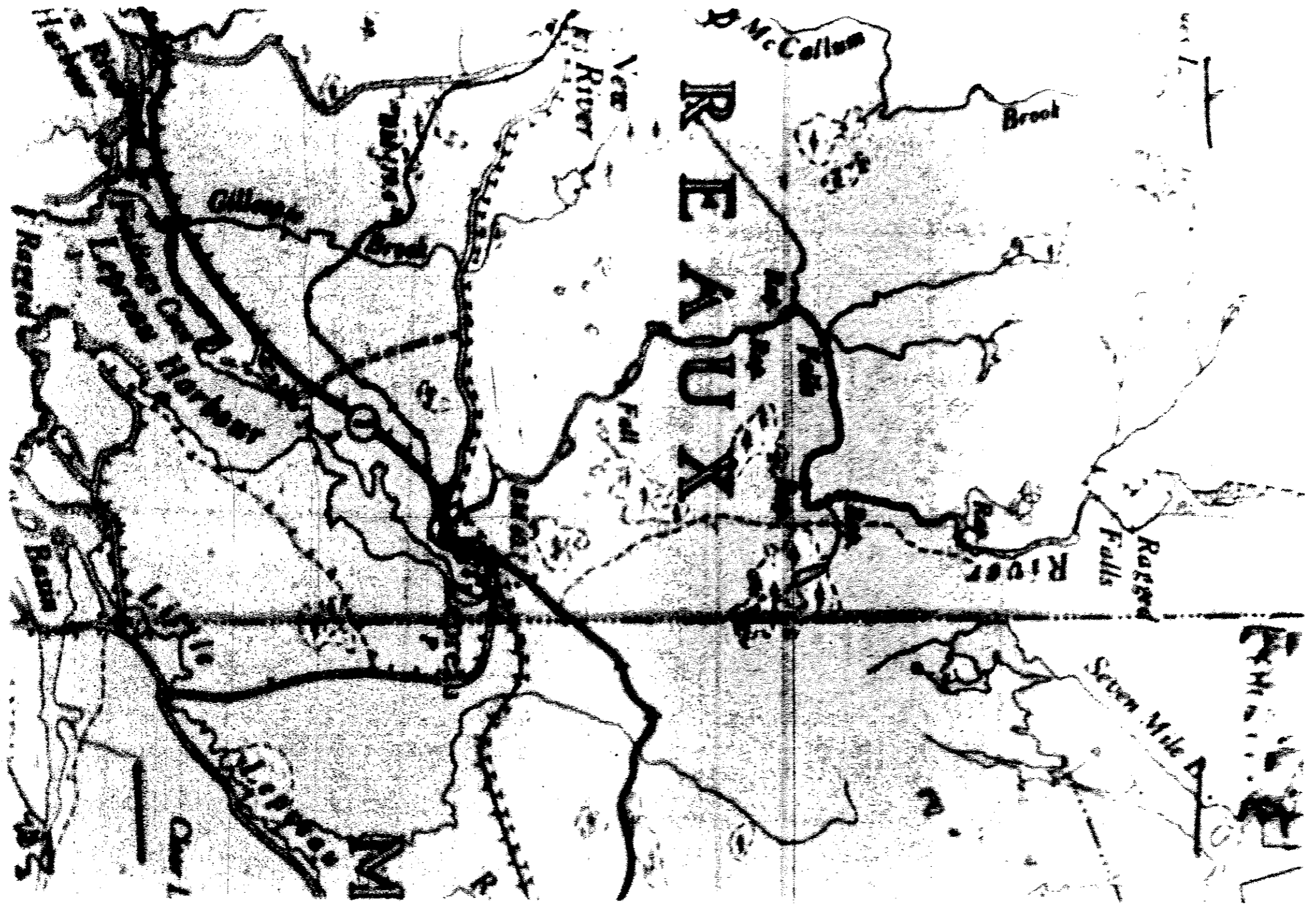
VENTURA AIRPORT NE 5000

APR 20 1960









# REBUX

McCullum

Rex River

Brook

Cullage

Raged Falls

Raged Falls

Seven Mile D.

REBUX

REBUX

REBUX

**WATER RESOURCES**

DATE	TIME	LOCATION	DEPTH	TEMPERATURE	REMARKS
12/10/93	08:15	13	18		Surface temperature
12/10/93	08:15	25	18		Ground Flow
12/10/93	08:15	30	18		Ground Check
12/10/93	08:15	30	18		Ground Check
12/10/93	08:15	30	18		Ground Check

12/10/93 08:15 13 18  
 12/10/93 08:15 25 18  
 12/10/93 08:15 30 18  
 12/10/93 08:15 30 18  
 12/10/93 08:15 30 18

Any low water or frost  
 12/10/93 08:15 13 18  
 12/10/93 08:15 25 18  
 12/10/93 08:15 30 18  
 12/10/93 08:15 30 18  
 12/10/93 08:15 30 18

12/10/93 08:15 13 18  
 12/10/93 08:15 25 18  
 12/10/93 08:15 30 18  
 12/10/93 08:15 30 18  
 12/10/93 08:15 30 18

12/10/93

~~SECRET~~

1. The following information was obtained from a confidential source who has provided reliable information in the past.

2. The source has advised that the following information was obtained from a confidential source who has provided reliable information in the past.

3. The source has advised that the following information was obtained from a confidential source who has provided reliable information in the past.

4. The source has advised that the following information was obtained from a confidential source who has provided reliable information in the past.

5. The source has advised that the following information was obtained from a confidential source who has provided reliable information in the past.

VENTURA 1 AB 659

ATTACHED TO

List of items lost in above aircraft

<u>Item</u>	<u>Quantity</u>
Travelling Bags	2
Kits Standard Aircraft	1
Kits Emergency Personal	4
Tools Electric	2
Air	1
Are	4
Bags Sleeping	1
Ditchy Type "Y" NR III	1
Pistols Signal No. 3 NR. 1	1
Airline Bracket NR. 1	1
Microphones Type 21	2
Receivers Telephone Head	4
Headbands	2
Masks Oxygen Type D	1
Aircraft Operating Signals	1

Carried that the above items of equipment were carried in the aircraft Ventura AB659. when it crashed on 6th August, 1943.

*R. W. S. W. No.*

*for*  
Squadron Leader  
Commanding No. 11 Squadron,  
New Zealand Force,  
Royal Air Force,