

ROYAL CANADIAN AIR FORCE

SUBJECT KENTURA AIRBORNE DIVISION, F.I.N.D., AE6655

ADDRESS: ABBOTT 26-1-43 P.O.

CORNACOCK, JAMES P O JAMES, S.J. AND SGT MONTGOMERY

ER T.N. ALL MISSING.

FOR CROSS REFERENCES SEE INSIDE COVER.

STAFF OFFICER NO. OR S.J.	DATE	INITIALS	STAFF OFFICER NO. OR S.J.	DATE	INITIALS
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[Handwritten notes in top right quadrant, including "COPIES", "COPY", "I", "10/1/43"]

[Handwritten notes in middle right quadrant, including "15/6", "P.O.", "S.J.", "10/1/43"]

DELETED

FILE CLOSED

FOR ALL DETAILS OF THE ABOVE'S FIRST AND LAST NAMES, GRADES AND SERVICE RECORDS, REFER TO THE AIR FORCE RECORDS OFFICE, OTTAWA, ONTARIO.

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DETAILS FROM FIELD

200

CONVY PER

28 MAY 67

YOUR REPORT 2814

(Use check mark (X) only)

NO FURTHER DETAILS AVAILABLE CONCERNING AEGGS OR PERSONNEL () SEE NY

AEGGS SWAY

Spec. accident

*PA 13
2-10-67
GMA*

System to	From to	System	Organized Activities	Degree of Activity	Year or other
VT	024/67	cd/estn/27			1965 GWT
CA/VAIS	ca	prof/as/aid			

INFORMATION COPY ONLY

(FOR LOCAL OFFICE USE OR DESTRUCTION)

MAIL ROOM

U.S. DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
(WASHINGTON, D.C.)

Handwritten initials

1. Attached hereto please find copy of report of inquiry in the case of the subject named officers.

Very truly yours,
Special Agent in Charge

W. J. [Name]
Special Agent in Charge

U.S. DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D.C.

*Noted
for DMS/IA
1/1/73*

**1. Attached hereto please find copy of report in the case
of the subject-named above.**
**(T.R. No. 00011)
Sizing Commander
R.C.A.F. Records Officer.**

me

**New Zealand Air Division,
Lieut Colonel,
Wellington, New Zealand.**

Ottawa, Canada.

1/1/73

3

C.A.F. MESSAGE

FM 1300-AE665-1

Office Data Sheet & Serial Number

100-446205

TO: AFHQ

FROM: OMA DTU

Originator's Number

M585

Date

26 MAY

MY

Reference and Date

YOUR M9878 26MAY

(Use Double Space Typing)

NO FURTHER DETAILS AVAILABLE CONCERNING AE665 OR PERSONNEL(.) SEE MY

A 395 SMAY

HB

AM

System to	Time to	Time	Originator's Instructions	Degree of Priority	Time of Arrival
WT	0124/27	08/0510/27			1925 GMT
Distribution (Optional)					
CAS/AIB	CR	AXBXCAS/AIB			

MINUTES

TOP Chief of the Air Staff.
Group Captain.
(F.S. WILKINS)

[Handwritten signature]

[Handwritten initials]

1. Enclosed herewith Court of Inquiry, in duplicate, duly approved.

Court of Inquiry - Accident to Ventura 1865 from No. 24 O.S.B. Penfield Ridge, on 26 Jan. 43.

RAF Officer Commanding,
No. 12 Operational Training Group, RAF.
RAF, E.S.

RAF, Canada, 15th February, 1943.

1300-1865-1
1300-1865-1
15th Feb. 43

SUMMARY OF ACCIDENT INVESTIGATION - NS 172

Date and time	Aircraft	Unit	Occupants	Injuries	Place of accident
26 Jan /43 not definite only known was believed to be about 12:30 hrs A.M.	Ventura I AS665	390 O.T.V., Pomrield Ridge	P/O Cormack, D.S. (Pilot) P/O James, S.J. (Navigator) Sgt. Hunter, P.V. (W.A.C.)	Missing, believed dead.	Exact place unknown but believed to be off Point Mauriano, Gulf of St. Lawrence.

Object of flight

Cross country navigation exercise.

Weather

Wind VWS 20 to 25 e-p.h. Dr or wind VWS 25 to 45 N.P.H. Cloud two tenths
AG and AC above 8000 ft. occasionally eight tenths. No to five tenths
SB occasionally 5 - 5 tenths based at 2 to 3000. Visibility generally
5 to 10 miles - reduced by light haze or light fog. Temp. 34 deg. at surface.

Flight

P/O Cormack's total flying time as follows:

Flight	Total	Total Instrument Time
Piper Moth	6315 hrs.	6110 hrs.
ANSON	18215	2715
Ventura	4140	3140

Very steady pilot.

Description of flight

P/O Cormack (pilot), P/O James (navigator) and Sgt. Hunter (W.A.C.), took
off at 1300 hours A.M., in Ventura I No. 665 authorized to carry out a
cross country navigation exercise - Houle - Base - Bathurst - Point Neudunne -
St. John - Base. Practice bombing was to have been carried out at Neudunne
Range on the route home. Three other crews were detailed on a similar
exercise at the same time. P/O Cormack was instructed at the briefing to
avoid flying in cloud or snow. The flight was to be carried out at 10,000
ft. In the event of his encountering snow or cloud below 8,000 ft. he was
to endeavour to climb above such conditions.

The aircraft reported its position at Bathurst the first turning point on
the flight, at 1403 hrs. A.M., and three minutes later the aircraft sent
a message that they were changing frequency to Drummond, but this contact
was never established. No further message was received from the aircraft by
any known persons. The other three aircraft on the same cross country ex-
ercise completed their flights successfully but nothing was ever seen or
heard of Ventura 665 or its crew of three.
Inclusive and exclusive searches were made for the missing aircraft but all
proved fruitless.

At about 1440 hours an aircraft from Summerside on a routine training flight
sighted a patch of oil off Point Neudunne and for a few minutes saw the
centre of the oil which worried them all the way, and some wreckage was seen.
The position of the oil patch was just off the second turning point of
Ventura I and about 10 miles from the ridge from a last position report
from that aircraft.

The aircraft had carried out a satisfactory 25 minute test flight prior to
taking off at 1300 hrs. This test flight followed a 40 hr. inspection on
January 14, 1943, and due to bad weather it had not flown again until the 25 of
January.

P.S.O.

Findings of Investigation

Circumstances:

The aircraft took off on navigation exercises and failed to return.

Pilots:

The cause of the accident is obscure, but it is probable that the pilot attempted to go below a cloud bank at a point about 8 miles south of Point Beaumont and crashed into Northumberland Strait where wreckage was sighted.

Recommendations:

Nil.

Opinion of A.C.C.

The Air Officer Commanding No. 12 Training Group, Eastern Air Command, concurred in the findings.

Details of Accidents Investigation Branch

Aircraft and crew missing on a navigation cross country exercise.

The cause of the accident is obscure but the opinion of the Chief Instructor of the Unit is concurred in. He stated in part as follows:

Where other crews of the same flying experience as the missing crew completed this cross country flight successfully about the same time and experienced little or no difficulty. Presuming that this wreckage and oil is in fact from the missing aircraft I can only surmise that there was either some unknown structural failure or that the pilot came down through the cloud to his point himself near Point Beaumont and crashed. There is no reason to assume why the pilot should come down to within a mile-point or a cross-country of this length as he had sent a position report from his last turning point, Matamoras; only some fifty miles away a matter of fifteen minutes flying time.

It is considered that the occupants of the aircraft may reasonably be presumed to have perished.

K. O. Mappell
(K.O. Mappell)
Flight Lieutenant

Agrees. There is insufficient evidence to enable the cause of this accident to be determined.

[Signature]
(P. S. Wilkins)
Group Captain,
Chief Inspector of Accidents.

1500-1365-1
19th February, 1943.

REPORT OF FLYING ACCIDENT OR FORCED LANDING

(To be returned within 48 hours on duty forced landing and on every flying accident A-3 or Category)

Copies of this form to be rendered as follows unless bars by "I" to whom copy is addressed.

- (1) One copy direct to A.F.H.Q. (A.F. 3)
- (2) One copy direct to A.F.H.Q. (A.M.F.)
- (3) One copy direct to Command Headquarters.

Not following Regulations, Administrative or Flying Orders were not complied with:-

1. UNIT	2. COMMAND	3. CAP TORY OF CRASH	4. DATE OF INCIDENT.	5. TIME OF INCIDENT.	6. TIME OF INCIDENT.	7. FOLLOWING REGULATIONS, ADMINISTRATIVE OR FLYING ORDERS WERE NOT COMPLIED WITH:-
34 O.T.U.	R.A.C.	UNKNOWN				
UNKNOWN.						

ACCIDENT(S)

NOTES

Type and Mark	Height	Extent Damaged, i.e. totally, seriously, slightly.	Type	RAF Number	Maker	Extent Damaged, i.e. totally, seriously, slightly.
VENTRAL I.	AI 665.	UNKNOWN.	A/C MISSING	PAV. 457	AI99010	UNKNOWN AIRCRAFT MISSING.
				Double Port. 435	AI99000	
				STBA.		

8. OCCUPANTS: Note - If more than one aircraft is involved, insert first here the names of the occupants of the aircraft which carried first in para. If necessary, add and separate etc.

Name	Rank	Number	Duty	Extent of Injury	Flying Hours at Pilot's Post to nearest hour only	ON THE INVOLVED FLIGHT	Special Notes
CORBACK. D.S.	P/O	414740	PILOT	MISSING	20.00	7.00	YE.
JAMES. S.J.	P/O	416965	NAV.	MISSING			
BURTON. F.N.	SGT.	416969	V.L.O.	MISSING			

9. DETAILS of any individuals involved in this incident not on authorized list. Name duty. Insert a separate sheet attached to this sheet.

P - Pilot
 PP - Pilot Pilot
 2P - 2nd Pilot
 PI - Flying Instructor
 NO-Other Crew
 OC-Other Crew
 Pass-Passenger

DAY	Operational Units		Training Units		Purpose of Flight
	Type	Occur	Initial	Final	
					TRAINING FLIGHT.

11. NATURE OF ACCIDENT OR FORCED LANDING

Description of the accident or forced landing including amount of Pilot's responsibility if any. In case of a crash landing, include a description of the aircraft and any damage to the aircraft and any other details. Also include a description of the terrain, weather, visibility, etc., and visibility generally.

(2)

UNKNOWN.

12. REPORT BY APPROPRIATE SUPERVISOR OFFICER, I. E. ADMINISTERING OFFICER, NAVIGATION OFFICER, etc. If requested, further information is provided in relation to the nature and apparent cause of the failure as required.

This aircraft has flown 91 hours. It flew 6 15/60 hours on 13.1.55 and 7 35/60 hours on 14.1.55. It then went on a 48 hours inspection. Owing to this inspection and bad weather it did not fly again until 25.1.55. Prior to taking off on the flight from which it is missing it carried out a satisfactory test flight of 20 minutes.

W/OBR
Signature

13. REMARKS OF UNIT COMMANDER TO BE GIVEN UNDER PART 5 PARAGRAPHS 5 AND 6:

- (a) Cause.
- (b) That the Unit Commander considers to have been contributory factors.
- (c) General remarks, including any remarks or suggestions that the Unit Commander may have to make of any way in which this accident might have been avoided or similar accidents of the same type could be avoided.
- (d) Has Pilot's Log Book been endorsed.
- (e) Unknown.
- (f) Unknown.
- (g) Other areas of the area, country or approximately the same time without any difficulty.
- (h) No.

W/OBR
Signature

14. REMARKS OF THE COCKPIT PILOT

If the C.O. does not agree with the remarks of the Unit Commander, he should say so but the Unit Commander's statements are not to be altered.

(Pilot's signature)

Is any further information required? *No*
What disciplinary action taken? *No*

W/OBR
Signature

No comments to offer - Record for your information
T. F. GELBAND 3/9 FEB-43

②
OT

Major, RCAF
No. 12 Operational Training Group,
for Air Officer Commanding,
(O.T. Spence) Wing Commander,
RCAF Station, Nova Scotia.

[Handwritten signature]

I. Herewith four copies of the above-mentioned Court of Inquiry on accident to Ventura 4805 for approval by your Headquarters in accordance with A.F.A.O. 70/3, para. 1, sub-para. (a).

Court of Inquiry - Ventura 4805

The Secretary,
Department of National Defence for Air,
Lisgar Building,
Ottawa, Ontario.

February 4, 1943.

FEB 7 AM 10 33 AMI

ROYAL CANADIAN AIR FORCE



our file 1200/13915/11667/1
REF YOUR
DATED

1800-11667/1

AIRID EAG RPT NO 12 GROUP

COM 24 DTU

27TH JAN

1300-AE665-1 8236
850-C-146
850-J-74(NF)
850-H-186(NF)

FLYING ACCIDENT SIGNAL REPORT REFERENCE C.A.F. 100 SECTION 4 PAR 14

UNIT TO WHICH AIRCRAFT BELONGS

B. 34 DTU PENNFIELD RIDGE

PLACE DATE AND TIME OF ACCIDENT

C. UNKNOWN 26TH JAN 1943 1710 HRS GMT

TYPE AND REGISTRATION NUMBER OF AIRCRAFT INVOLVED

D. VENTURA 1 AE665 PORT 437/ZA-199018STARBOARD 436/A 199008

CATEGORY OF CRASH

E. NOT KNOWN

F. AUS 414470 P/O CORMACK D S MISSING

PILOT NAME RANK AND NUMBER
MEMBER KILLED OR SERIOUSLY INJURED
OTHERS INJURED OR SERIOUSLY INJURED

G. AUS 416966 P/O JAMES S J NAVIGATOR MISSING

OTHER OCCUPANTS AND WHETHER KILLED, MISSING, DANGEROUSLY SERIOUSLY OR SLIGHTLY INJURED OR UNINJURED

NZ 42329 SGT HUNTER T N WAS MISSING

H. NIL

NAME, RANK, NUMBER AND DUTY OF PERSONS PRESENT ON BOARD OR IN THE VICINITY OF CRASH AT TIME OF CRASH

(59) X

INDICATE NAME AND ADDRESS OF NEAREST RELATIVE OR PERSONS IN LINE OF INTEREST OR PERSONS OR PERSONS INJURED

J. FATHER MR W ERNE CORMACK ESK QUEENSLAND AUSTRALIA FATHER MR C H JAMES S DIVETT STREET ALBERTON SOUTH AUSTRALIA FATHER MR J HUNTER MALCOLM STREET MARTIN BURGON NEW ZEALAND

JAN 27 AM

K. ADVISED

L. TRAINING REEN FLIGHT

M. NOT KNOWN

N. NOT KNOWN

NOTES PASSED TO HQ BY TT.

TT 1249/21 YB/1325/21/JAR

IMPORTANT

1320Z

ACTION COPY TO PR 2

DP 1

DP 2

DP 3

DP 4

REPORT MESSAGE

AMIA ENG PT WQ 12 GROUP

FILE MADE 1150-1655-1 7215
550 6-148
550 1-174 (MFI)
550 1-106 (MFI)

AREA

27TH JAN 47

YOUR

FLYING ACCIDENT SIGNAL REPORT REFERENCE C.A.P. 100 SECTION 4. PAR. 1A

UNIT TO WHICH AIRCRAFT BELONGS: B. 24 OTU PENNFIELD RIDGE

PLACE DATE AND TIME OF ACCIDENT: C. UNKNOWN 26TH JAN 1943 1710 HRS GMT

TYPE AND REGISTRATION NUMBER OF ENGINE(S) AND AIRCRAFT INVOLVED: D. VENTURA 1 A665 PUGT-43T/ZA 199010STANDARD 425/A 199003

CATEGORY OF CRASH: E. NOT KNOWN

F. AUS 414470 P/O CORNACK D. S. MISSING

ALL NAMES, RANK AND NUMBER OF PILOT AND WHETHER KILLED, MISSING, DAMAGED, OR SEVERELY OR SLIGHTLY INJURED

G. NOS 416966 P/O JAMES G. J NAVIGATOR MISSING NZ 42829 SGT HUNTER T. H WAS MISSING

ALL NAMES, RANKS, NUMBERS AND DUTIES OF OTHER OCCUPANTS AND WHETHER KILLED, MISSING, DAMAGED, OR SEVERELY OR SLIGHTLY INJURED, OR UNINJURED.

ALL NAMES, RANKS, NUMBERS AND DUTIES OF OTHER PERSONNEL, EITHER KILLED, MISSING, DAMAGED, OR SEVERELY OR SLIGHTLY INJURED, OR UNINJURED.

H. M.L.

*Good Luck and safe
Hodgson 94 2111
11 11 11 11 11*

J. FATHER BR N CORN CORNACK ESN (GREENSLAND)

AUSTRALIA FATHER BR C. H. JAMES G. OIVETT

STREET ALBERTON SOUTH AUSTRALIA FATHER BR

J. HUNTER WILCOX STREET MARTIN BROUGH NEW

ZEALAND

K. ADVISED

L. TRAINING NEW FLIGHT

M. NOT KNOWN

N. NOT KNOWN

NOTES PASSED TO HQ BY TT.

TT 12/1/47 YW/130/47/JAM

IMPORTANT

122003

14 COPY TO DUNS/AIR