

ROYAL CANADIAN AIR FORCE

SUBJECT VENTURA II AIRCRAFT R.A.F. NO. AE868:

- ACCIDENT TO ABOVE AT PENNFIELD RIDGE,
N.B. ON 22-11-42. SGT. D. SMITH & SGT.

G. PUTT, BOTH KILLED.

FOR CROSS REFERENCES SEE INSIDE COVER

DIRECTED TO		DIRECTED TO		DIRECTED TO							
REGISTRY POINT	STAFF OFFICER P.A. OR S.P.	DATE	INITIALS	REGISTRY POINT	STAFF OFFICER P.A. OR S.P.	DATE	INITIALS	REGISTRY POINT	STAFF OFFICER P.A. OR S.P.	DATE	INITIALS
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ADG		16-1-44									
ADG		21/11/43									
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FILE CLOSED

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STANDARD FORM
NO. 64
MAY 1962

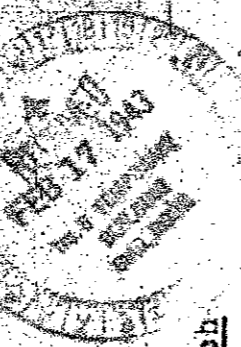
NEW ZEALAND AIR MISSION

Can. AF 568-1
AFB

10/534

LINCOLN BUILDING
OTTAWA,

February 15, 1943



To: Chief of the Air Staff,
R.C.A.F. Headquarters,
Ottawa, Ontario.

Attention: Accident Investigation Branch

Subject: Estate of NZ416039 Sgt. Putt, C.St.G.

With reference to the estate of the above-named who was killed on 22.11.42 at No. 34 O.T.U., R.A.F. Station, Pennfield Ridge, N.B., will you kindly forward copy of Court of Inquiry Proceedings in due course.

Will be forwarded to the
Chief of the Air Staff

T.M. White,
Group Captain,
Chief Air Liaison Officer,
New Zealand Air Mission

P. Y.

100-11555-1
100-11555-1 (100)

Ottawa, Canada. 19th February, 1943.

New Zealand Air Liaison Mission,
Lisgar Building,
Ottawa, Ontario.

NZ416039 Sgt. Potts, O.

1. Attached hereto please find copy of Court of Inquiry in the case of the above mentioned personnel.

A. D. Thompson
(A.D. Thompson)
Squadron Leader
Acting R.C.A.F. Records Officer.

Incl.

100-1000-1 (A-10)
100 JULY, 1963

A. H. G. O. J.

Form 551 (S.C.A.P. A-10)

1. Could you, please, supply Form 551, with the required Form I, the S.C.A.P. for Form 551 for the S.C.A.P. for the following:-

100-1000-1 (A-10)
100 JULY, 1963

Handwritten notes:
I have just received
the copy of your report
for Form 551
for the
S.C.A.P. for the
S.C.A.P. for the
S.C.A.P. for the

J. Duncan

(S.C.A.P. A-10)
S.C.A.P. A-10

2-11-48
Dunsmuir 9236
Telborn 314

Boo: HE 868-1

AIR MINISTRY

73-77 Grosvenor St
LONDON, W. 1C 2

Telephone: Extn. 3507

Any communications on the subject of this letter should be addressed to:-
THIS UNDER SECRETARY OF STATE, AIR MINISTRY,
and the following number quoted:-

238th June 1948

A1B

AHS / P. 40 Cas. R1 A Lt

The Officer Commanding

R L A Y.
Jackson Building
Ottawa
Canada

Accident to Ventura A 868.
Penfield Ridge
at Woodhouse on 22nd 11. 48.

It is requested that form(s) 551, in connection with the accident referred to above, be rendered as soon as possible, in accordance with A.M.O. A.800/40 and Part I, No.e 3, of Appendix III to A.P. 1301.

M. Hampson

For Director of Personal Services

1300-AB368-1 (H03e) (R02)

Ottawa, Canada: 5th August, 1943.

REGISTERED

Air Ministry,
P4 Cea,
Adairal House,
Kingsway,
London, W.C.2,
England.

Courts of Inquiry

1. Enclosed herewith are copies of
Courts of Inquiry for the personnel as under:-
noted:

LA77985 Sgt. Smith, D.

J. J. McFougall
J. J. McFougall
Wing Commander
R.C.A.F. Records Officer

Encl.

MEMORANDUM

1300-AE868-1 (AIB)
28th January, 1943.

C.A.S. (D.W.B./W.F.P.O.)

Court of Inquiry - Accident to
Ventura AE868 from No. 34 O.T.U.,
Fearnfield Ridge, on 22nd Nov. /42.

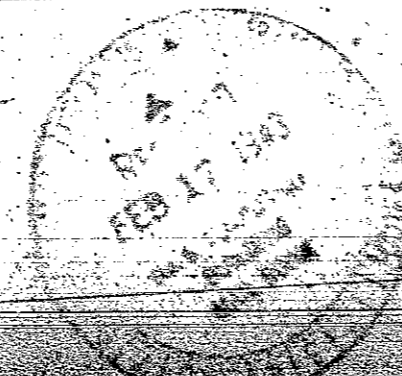
1. You should see the evidence of the 11th and 12th witnesses of this investigation concerning complaints of the inadequacy of fire fighting equipment. I agree with the 12th witness that the foam type extinguisher is the only form that can really deal with gasoline fires.

F.S. Wilkins

(F.S. Wilkins)
Group Captain.

Chief Inspector of Accidents.

2
totaly
copy to
comms section
for later
30/1/43



Handwritten notes and signatures at the bottom right, including 'Dus/A 11/43' and other illegible scribbles.

Handwritten signature or initials at the bottom right.

MEMORANDUM

1300-AES68-1 (AIB)
23rd January, 1943.

A.M.T. (D.O.T.)

Court of Inquiry - Accident to
Ventura AEB68 from No. 34 C.T.U.,
Pennfield Ridge, on 22nd Nov. 42.

1. You may wish to see this Court. I enclose a copy of accident report No. 44 so that you may be aware of all the evidence. You will notice at the bottom of the first page of this report that the Sgt. was a small fellow who had to use a cushion. This would not help him if one engine cut.



(J.S. Wilkins)

Group Captain,

Chief Inspector of Accidents.

SUMMARY OF ACCIDENT INVESTIGATION - NO. 689

Date and Time	Aircraft	Unit	Occupants	Injuries	Place of Accident
22d Nov 1942 1655 hours.	Ventura II 1B168	33d C.V.U., Pennsfield	Sgt. Smith D. (Pilot) Sgt. Cutt, G. (V.A.O.)	None	On the Aerodrome.

Object of Flight

Local training (day). Single engine approaches and landings

Weather

Visibility 15 miles plus; 4100ths strato-cumulus at 3,500 feet; Wind North West to North North West 16 to 24 mph. Just.

Time

Sgt. Smith's flight time as follows:

Totals both	68:40 hrs.
Oxford	150:05
Ventura	10:40

Sgt. Smith had graduated from R.F.T.S. and S.F.T.S. with an assessment of "above average".

Tested on flying ability prior to going solo at O.F.S., he was an average pilot with good grasp of that particular aircraft. He was also a methodical pilot and his aircraft drill satisfactory. On the day of the accident he had flown 17 hours solo and 100 hour dual. Swallowing was broken during the middle of the day and also after flying dual.

Sgt. Smith was a very short pilot and had some difficulty in reaching the rudder pedals, but had full control via the aid of a cushion.

Description of Flight

Sgt. Smith was authorized to take off at 1645 hours for a 15 minute carrying out local training. Aircraft took off at 1650 hours. When he came down to 3 runway the engine commenced to misfire, the pilot, however, continued to take off and gained altitude. The port engine cut out vertically at 7 feet and the port wing dropped. The aircraft made a steep turn to port, narrowly missing the trees at the W.W. end of No. 3 runway. It straightened out and gained height, commencing a climbing turn to port, it approached the west end of No. 2 runway (East-west) at almost a direct line with No. 3 runway. The aircraft was observed at about 100 feet to port, then apparently over, it was dropped and the aircraft struck the ground in a vertical position with the starboard wing approximately 100 feet from the base line. At the time of the crash, there was a strong cross wind. The pilot was evidently attempting to make a crash and landing. The circumstances had also been retracted. Upon striking the ground the aircraft burst into flames and the fire fighting crew determined aircraft to be totally destroyed. There failed and the aircraft totally destroyed.

An examination of the wreckage disclosed that the aircraft had struck the ground inverted, in an almost vertical position, flying towards the trees. The wings bounced about 15 feet to the South where it had landed. The starboard wing had been totally destroyed. The main wreckage of the aircraft was found in the field. The fuel selector valve was found in the wreckage and it was determined by witnesses that they were open to their main tanks at the time of the accident. Further examination also revealed that the port battery switch was off at the time of the crash.

From tests made during the investigation it was found that a blow could be applied to the right of the main engine to the left position while stopping the motor without control loss.

RECORD MESSAGE

TO AFHQ REPEAT EAC NO 12 GROUP

987
1300AE868-1
CENTRAL NEW ZEALAND

FROM 34 OTU

REGISTRATION NUMBER DATE TIME
A487 22/NOV 1400

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

UNIT TO WHICH AIRCRAFT BELONGS. B. 34 OTU

PLACE, DATE AND TIME OF ACCIDENT. C. PENNFIELD RIDGE AERODROME 22ND NOV 1950 HRS

TYPE AND REGISTRATION NUMBER OF ENGINE(S) AND AIRCRAFT INVOLVED. D. VENTURA II AE868 PRATT AND WHITNEY DOUBLE WASP PORT 17057A-263394 STBD 16957A-263384

CATEGORY OF CRASH. E. CAT A

FULL NAME, RANK AND NUMBER OF PILOT AND WHETHER KILLED, MISSING OR DANGEROUSLY INJURED, OR UNINJURED. F. GB1477985 SGT SMITH D PILOT KILLED

FULL NAMES, RANKS, NUMBERS AND DUTIES OF OTHER OCCUPANTS AND WHETHER KILLED, MISSING, DANGEROUSLY, SEVERELY OR SLIGHTLY INJURED, OR UNINJURED. G. NZ416039 SGT PUTT G ST G WAG KILLED

FULL NAMES, RANKS, NUMBERS AND DUTIES OF OTHER PERSONNEL ON BOARD AND WHETHER KILLED, MISSING, DANGEROUSLY, SEVERELY OR SLIGHTLY INJURED, OR UNINJURED. H. NONE

RELATIONSHIPS AND ADDRESSES OF NEXT OF KIN OF PERSONNEL KILLED, MISSING, DANGEROUSLY OR SEVERELY INJURED. J. FATHER MR J SMITH (SPRINGDEHLE) 2 DALSTON DRIVE SEDBURGH RD KENDAL WESTONLAND ENG. FATHER MR H E PUTT LOSER NORMANDY ROAD MANARA, TARAWAKI NEW ZEALAND

WHETHER NEXT OF KIN HAVE BEEN ADVISED. K. ADVISED

NATURE OF DUTY OR WHICH ENGAGED AT TIME OF ACCIDENT. L. LOCAL TRAINING DAY FLIGHT

SUMMARY AND SHORT DESCRIPTION OF ACCIDENT. M. PORT ENGINE FAILED SHORTLY AFTER TAKE OFF

CAUSE OF ACCIDENT IS APPARENT: IF UNKNOWN STATE CAUSE OF ACCIDENT UNKNOWN. N. PORT ENGINE FAILURE APPOINTMENT OF LOCAL INVESTIGATING OFFICER BY EAC REQUESTED

W. J. ROY

TT 2312/22 0038/23/MS 2250

RCAF MESSAGE

FILE 13075-38669-1 (AIR)
OFFICE DATE STAMP & SERIAL NUMBER

TO
RECORDING OFFICER
NO. 24 C.T.F.
TRENTON, ONT.

7/22

RS. P.A.D.

FROM
OFFICER OF THE AIR STAFF

REFERENCE AND DATE
YOUR
A97 6/22-12-42

DATE
23 Nov 42

(Use Double Space Typing)

FLIGHT LIEUTENANT DEETER OF ACCIDENTS INVESTIGATION BRANCH AFHQ ARRIVES
ST JOHN NB 1145 HOURS 24 NOV BY CTR (-) ARRANGE TRANSPORT

M. Wilson

WRITTEN

ORIGINATOR'S INSTRUCTIONS - DEGREE OF PRIORITY

TIME OF
ARRIVAL 1530

CLASSIFICATION

T.O.R.

T.H.I.

Be Careful to do things "RIGHT" if messages do not fit in with any policy of the force.

23 Nov 42

CENTRAL REGISTRY FILE COPY

Date and Time	Aircraft	Unit	Occupants	Injuries	Place of Accident
24 Nov/42 1055 hours.	Ventura II 1B368	24th Co. U.S. Army Hennfield.	Sgt. Smith, D. (Pilot) Sgt. Pugh, G. (W.A.O.)	None	On the Aerobases

Content of Flight

local training (day). Single engine approaches and landings

Weather

Visibility 15 miles plus; 4/10ths strato-cumulus at 3,500 feet; Wind North West to North North West 14 to 24 mph.

Flight

Sgt. Smith's flight was as follows:

Tiger Koth
Oxford
Yontapu

68:40 hrs.
150:05
10:40

Sgt. Smith had graduated from M.F.R.S. and P.F.T.S. with an assessment of "above average".

Tested on flying ability prior to going solo at C.F.V., he was an average pilot with good grasp of that particular aircraft. He was also a mechanical pilot and his cockpit drill satisfactory. On the day of the accident he had flown 2:25 hours solo and 1:00 hour dual. This flight was broken during the middle of the day and also after flying dual.

Sgt. Smith was a very short pilot and had some difficulty in reaching the rudder pedals, but had full control with the aid of a cushion.

Description of Flight

Sgt. Smith was authorized to take off at 1045 hours for the purpose of carrying out local training. Aircraft took off at 1050 hours. When half-way down the 3-runs the engine commenced to misfire, the pilot, however, continued to take off and gained altitude. The port engine cut out completely at 75 feet and the port wing dived. The aircraft made a steep turn to port, narrowly missing the trees at the E.S. end of No. 3 runway. It subsequently cut and gained height, continuing a shallow turn to port. It approached the rest end of No. 2 runway (East-West) in almost a direct line with No. 3 runway. The aircraft was observed at about 200 feet to sink to port, then completely over, the nose dropped and the aircraft struck the ground in a vertical position with the starboard wing and nose hitting about the same time. At the time of the crash, there was a strong cross wind. The pilot was apparently attempting to make a cross wind landing. The undercarriage was seen to be retracted. Upon striking the ground the aircraft burst into flames and the first fighting fire appeared difficult in putting them out. A fire extinguisher was killed and the aircraft totally destroyed.

An examination of the wreckage disclosed that the aircraft had struck the ground inverted, in an almost vertical position, going towards the East. It had then turned about 15 feet in the East where it had come to rest. The wreckage had been totally demolished. The fuel selector valves were located in the wreckage and it was definitely established that they were open to rear main tank at the time of the accident. Further examination also revealed that the port engine switch was open at the time of the crash.

From tests made during the investigation it was found that a pilot could successfully check the switch of the port engine to the left position while standing on the undercarriage support strut.

Summary of Investigation

Circumstances

Engine cut on take off due to lack of gasoline.

Cause

Through inexperience the pilot was unable to make a single engine landing after the port engine had cut out.

Recommendation

Nil.

Observations by A.I.B.

The Air Officer Commanding, No. 12 Group, approved the proceedings.

Conclusions of Accidents Investigation Branch

Due to shortage of fuel the port engine cut out instantaneously after take off, the pilot inadvertently knocked the port engine switch into the "off" position while attempting to operate the undercarriage control, after engine trouble developed.

Recommendations of A.I.B.

That a guard be fitted to protect the port engine switch from accidental operation when a pilot operates the undercarriage control by foot only.

That a strict watch be kept on gasoline consumption when short flights are being undertaken for the purpose of training, to avoid the possibility of students taking off on depleted tanks.

Refer please to
accident report No 44

R. C. C. Cappell F/lt

(A.C. Cappell)
Flight Lieutenant.

21st Jan 42
100-2514-2

It is noted that proceedings should not have been approved by Command as both R.A.F. and N.Z. personnel were involved. A.F. 10 A 93
K.C.R.

WMO