

1300 - AE878 - 1

ROYAL CANADIAN AIR FORCE

SUBJECT AIRCRAFT VENTURA R.A.F. NO. AE878:

ACCIDENT 10 ABOVE AT YARMOUTH, NEAR
SPRINGHAVEN, N.S. ON 23-4-43, SGT. FRANCHEIS
J.E. SGT. SELF, K.R., AND SGT. CALVERT, K.C.,
ALL KILLED.

FOR CROSS REFERENCES SEE INSIDE COVER

AIB 13/4/43
DOT 2442 45 Gun
AIB 24/4/43

9. g. R02315H3

R02 15/4/43

CA pa. 2-7/43
9A on 15/4/43

FILE CLOSED

TO BE OPENED AND THE HEAD OF THIS MAT
RESPONSIBLE OFFICER CAN BY A COMMANDER
OR THEIR OFFICERS.

1500-AD876-1

(2000) (203)

Office, Canada.

16th June, 1943.

REGISTERED

Air Ministry,
P4 Cas,
Admiral 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:

1625645 Sgt. Frenches, J.E.

(T.K. McDougall)
Wing Commander
R.C.A.F. Records Officer

Encl.

1300000000
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ALL INFO
CONFIDENTIAL

AVIATION ACCIDENT SIGNAL REPORT - REFERENCE: P. 100, SECTION 4, PART 1

UNIT TO WHICH AIRCRAFT BELONGS: B. SPRINGHAVEN NO 23 APR 1943 1225 WRS GWT
PLACE, DATE AND TIME OF ACCIDENT: C. VENTURA 11 AESTW 8TB 1600T/A283378 PORT
TYPE AND REGISTRATION NUMBER OF ENGINE(S) AND AIRCRAFT INVOLVED: D. 1971/A283482
CATEGORY OF CRASH: E. CAT (A)
F. QB 1525643 SGT FRANCKEISS J E KILLED

FULL NAME RANK AND NUMBER OF PILOT AND OTHER OCCUPANTS AND DUTIES OF OTHER PERSONNEL: G. AUS 425367 SGT SELF K MAXNAVIGATOR R144309
WHETHER KILLED MISSING DANGEROUSLY SEVERELY OR SLIGHTLY INJURED OR UNINJURED: H. NONE
WHETHER KILLED MISSING DANGEROUSLY SEVERELY OR SLIGHTLY INJURED OR UNINJURED: I. SGT CALVERT K G WAS KILLED

FULL NAMES, RANKS, NUMBERS AND DUTIES OF OTHER OCCUPANTS AND WHETHER KILLED MISSING, DANGEROUSLY SEVERELY OR SLIGHTLY INJURED, OR UNINJURED: J. MOTHER MRS E A SELF STATION AVENUE GATTHORNE
M N 3 BRISBANE AUSTRALIA MOTHER MRS V
CALVERT 458 MORRISON AVENUE TORONTO 6 ONTARIO
CANADA

RELATIONSHIPS AND ADDRESSES OF NEXT OF KIN OF PERSONNEL KILLED, MISSING, DANGEROUSLY OR SEVERELY INJURED: K. NEXT OF KIN SGT FRANCKEISS AND SGT CALVERT
L. ADVISORY TRAINING FLIGHT
M. AIRCRAFT FORCED LANDED AND BURST INTO FLAMES

WHETHER NEXT OF KIN HAVE BEEN ADVISED: K. NEXT OF KIN SGT FRANCKEISS AND SGT CALVERT
NATURE OF DUTY ON WHICH ENGAGED AT TIME OF ACCIDENT: L. ADVISORY TRAINING FLIGHT
NATURE AND SHORT DESCRIPTION OF ACCIDENT: M. AIRCRAFT FORCED LANDED AND BURST INTO FLAMES

CAUSE OF ACCIDENT IF APPARENT, IF OBSERVE STATE "CAUSE OF ACCIDENT OBSCURE": N. CAUSE OF ACCIDENT REMAINS OBSCURE INVESTIGATING OFFICER REQUESTED CONFIRMATION OF INFORMATION OF NEXT OF KIN NOT HELD BY AIR BOARD AUSTRALIA REQUESTED

NOTES: P. 104 BY 11.
DATE: 1945/23 19/200708/AM
INITIALS: IMPATANT

1945/23 19/200708/AM
IMPATANT

TOP SECRET OPA

10110

AIRCRAFT ACCIDENT REPORT

Aircraft Type: T.N. (M) Landplane

Make & Model: Ventura II

Registration No: AB578

Engine Type: 2 Wasp R2800-31

Serial No: 1687/A263376 and 1971/A263422

Date of Accident & Time: 23 April, 1943 1225

Place: Springhaven N.S.

Unit: No. 34 O.T.U.

Reported by: No. 34 O.T.U.

Signal No: A.268

Date of Report: 23 April, 1943.

Decoded by: M.J.B.

Crash Category: 'A'

Damage as reported: No details.

Repair Action:

Replacement Action:

Write-off Action:

Remarks:

UNCLASSIFIED

Ottawa, Canada, 27th June, 1943.

Australian Air Liaison Mission,
Mogor Building,
Ottawa, Ont.

P.O. W.L. Jumps (A9411713)
AMBASSY Sgt. Gelf, K.R.
AMBASSY Sgt. Burman, N.J.
A9412841 Sgt. Burman, P.I.

1. Attached hereto please find copies of
course of inquiry for the above named personnel.

J

(S.K. Macmillan)
Mogor Building

W.O.A.F. records officer.

Paul. M.

Ottawa, Canada. 29th May. 1963

Air Officer Commanding,
No. 12 Operational Training Group, RCAF,
Halifax, N.S.

Investigating Officer's Report -
Accident to Yakovlev AN2/6 from No. 34
O.F.S., Yarmouth, on 23rd April, 1963.

1. Enclosed herewith Investigating Officer's Report on
the above noted accident, duly approved.



Handwritten initials

(7.1. 2000) C.O.
for C.I.L.

WAS/AM

Handwritten signature

Handwritten initials

MEMORANDUM

1300-AM578-1 (AIB)
24th May, 1943.

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

AB *25K1A*

Investigating Officer's Report -
Accident to Ventura AM578 from No. 34
O.F.U., Ipswich, on 23rd April, 1943.

1. There is no satisfactory solution to the cause of this accident. The pilot overbort his original landing place and in clearing a line of trees stalled and crashed. There is no evidence as to the cause of the engine failure which made the forced landing necessary.

William

(F.S. Williams) G.O.
C.I. Accidents.

SUMMARY OF ACCIDENT INVESTIGATION NO. 903

Date and Time	Aircraft	Unit	Occupants	Injuries	Place of Accident
23 Apr./43 1230 hours 0.M.T.	Ventura II AM578	694 O.S.U. Yarmouth.	Sgt. Franchises, J.M. (1st Pilot) Sgt. Self, K.M. (Observer) Sgt. Chilver, K.O. (Air Gunner)	Total " "	15 miles N. of Yarmouth (Near Springhaven)

Object of Flight

Cross country flight.

Weather

Weather good, no low cloud, visibility at time of crash - unlimited.

Facts

Sgt. Franchises had flown Service aircraft a total of 297.20 hours which included 82.30 hours on Ventura aircraft. The Officer Commanding the Unit assessed him as a pilot of average ability and even temperament.

Description of Flight

Sgt. Franchises, pilot, with an observer and air gunner took off at 1157 hours 0.M.T. in Ventura AM578, on an authorized cross country flight, height 6,000 feet.

Nineteen minutes after take off RAY ground station received a message from aircraft to the effect that aircraft was returning to base. No reason was given for the return. Nine minutes later the R/T operator in the control tower (RCAP) heard aircraft calling: "878 calling tower, are you receiving me?" Operator replied: "Tower to 878, receiving you loud and clear, go ahead." 878 back to tower: "I can hardly hear you but I am 15 miles North of aerodrome, we are going to force land. Both engine dead." This last message was acknowledged. No further communication passed.

Farmers at Springhaven saw the aircraft about 50 ft. up approaching from the S.E. and apparently trying to land, but overshot a field, then pilot gained height and continued North Westerly towards Duck Lake, but failed to clear a wooded section (lying between the field and Duck Lake). The aircraft crashed, burst into flames and was totally destroyed. The three occupants were killed instantaneously.

When the aircraft taxied out at 1157 hours 0.M.T. persons in the control tower heard the engines back-firing and noticed "larger and more frequent puffs of smoke coming from the exhausts than is usual".

The Engineer Officer of the Unit examined the wreckage of Ventura AM578 with a view of ascertaining whether or not there were indications of structural failure in flight. He stated:-

"Owing to the condition of the wreckage it was impossible to form any opinion. It was noted that the propeller on the Port Motor was in fully feathered position. Petrol was found to remain in the auxiliary tank." The eye witnesses at Springhaven stated that the engines were running at least partially just before the crash.

Findings of Investigation

Circumstances:

"Pilot attempted a forced landing in Duck Lake without engines. Undershot and crashed into trees."

Causes:

"Outage out of both engines."

Recommendations:

"Nil."

Remarks of the A.O.

The loss of flying speed in attempting a forced landing, which must be regarded as an error of judgment on the part of the pilot. There is no evidence to show why the engine should have cut."

Observations of A.O.A.

The A.O.G., No. 12 Operational (T) Group, concurred in the report.

Conclusions of Accidents Investigation Branch

Aircraft on authorized cross country crashed, about 33 minutes after take-off and burst into flames.

Engine failure necessitated a forced landing. Pilot erred in judgment when attempting his forced landing, then allowed aircraft to stall at low altitude when attempting to fly over some trees.

There is no evidence to show why the engines failed.

Agree.

1300-13878-1
21st May/43.

J. C. Rappell
(K.C. Rappell) F.L.

W. J. Wilkin
(W. J. Wilkin) O.C.
O.I. Accidents.