

H.Q. No. 1300 - AE911 - 1

ROYAL CANADIAN AIR FORCE

VENTURA AIRCRAFT R.A.F. NO. AE911:

← ACCIDENT TO ABOVE PRESUMABLY NEAR

GRAND LAKE, NEW BRUNSWICK, ON 26-2-43

P/O N.C. HARRIS, SGT. WILLIAMS E.,  
SGT. BATES, D.E. SGT. OTTO T., ALL MISSING.

FOR CROSS REFERENCES SEE INSIDE COVER

REGISTRY POINT	STAFF OFFICER P. A. OR BY	REMARKS	DATE	INITIALS	REGISTRY POINT	STAFF OFFICER P. A. OR BY	REMARKS	DATE	INITIALS
CA	LA		21/04/41	WR					
CA	LA		21/04/41	WR					
CA	LA		23/04/41	WR					
CA	LA		28/04/41	WR					

DIRECTED TO

DIRECTED TO

H.Q. No. 1300 - AE911 - 1



OUR FILE 9-3 (12X)

REF. YOUR

DATED

1300-AE911-1

DPS S

155A

*Handwritten signature*

ROYAL CANADIAN AIR FORCE

14 NOV 13 11 13 AM '43 December 8th, 1943.

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

R.C.M.P. Report  
Missing Aircraft from No. 34 C.T.U.

1. Attached hereto, copy of R.C.M.P. Report 43-J-1082-1-7 dated at Fredericton November 30th, 1943 concerning the finding of a Ventura aircraft No. AE911 near Minto, N.B. It will be noted that four bodies were located with the aircraft, and it has since been established that the aircraft is one which has been missing from No. 34 C.T.U., Pennfield Ridge, N.B., since last February.

2. As No. 34 C.T.U., S.A.F., Pennfield Ridge, N.B. has been included in the distribution list of R.C.M.P. "J" Division, Fredericton, N.B., it is presumed that they are in receipt of a copy of this report. The information contained herein is forwarded for your records. Further reports will follow in due course.

(S. P. Row) S/Asst.  
for A.C.C. in C., S.A.C.

*Handwritten mark*

ROYAL CANADIAN MOUNTED POLICE

DIVISION FILE NO.

SHEPPARD

5510 WING

PROVINCE

DATE

80-6-2

SEARCHED INDEXED SERIALIZED FILED

HEADQUARTERS

SUB-DIVISION

80-6-2-20

DEPARTMENT

2-1112  
80-6-2-07

P.C.R.

George Det.  
1-1-1-1

A R V NO

DIARY DATE

BY FOR

1. Further to reports submitted by this detachment in the above captioned case, please be advised that at 10:30 a.m. on the 21st instant, I/O ALAN MONTGOMERY and Walter MONTGOMERY of Montreal, Quebec, Cdn. H. B., called at this office and stated that they had located a wrecked aircraft in the woods about four miles from New Mon, N. B., approximately 9:00 a.m. of even date.

2. A check was immediately made on the Aircraft Registration and Predicates-Registers sheets, and it was learned that the aircraft in question was located in block-12, Parish of Sherfield, Suburb Co., N. B. The Officer commanding Station 100th Sub-Division was immediately contacted by telephone and advised of the above information; he informed the writer that the Air Force authorities would be notified from his office and further instructions would be issued also that a Guard was to be placed on the aircraft.

3. A check was later furnished to I/O HILL, Station 100th Office from Sherfield Airport, Sherfield, N.B., and stated that a guard would be kept there that attempt to take over the guarding of the aircraft.

4. The writer, S/Capt. S. J. BRYAN, I/O MONTGOMERY and I/O MONTGOMERY travelled to where the aircraft was located. It was noted that the number of the aircraft was A-511 and that it was a Ventura, four human bodies were located in the air craft which appeared to be a total wreck. These bodies were badly decomposed and beyond recognition. S/Capt. H. AITKEN and Walter MONTGOMERY were instructed to remain on grounds of the place the writer and I/O MONTGOMERY returned to Station

5. At 10:00 p.m. of the 21st instant, Cpl. H.B. LEUNG and a party of three Air Force Security Guards arrived from Station 100th to take over the place. They were asked to remain there until they had over the guarding of the aircraft and was checked from Cpl. H.B. LEUNG.

6. The following information was obtained from the I/O MONTGOMERY that is still available:  
On the 21st of the 21st instant, I/O MONTGOMERY and I/O MONTGOMERY were in the woods of Sherfield, N.B., and I/O MONTGOMERY was advised by I/O MONTGOMERY that they had located a wrecked aircraft in the woods about four miles from New Mon, N.B., approximately 9:00 a.m. of even date. I/O MONTGOMERY and I/O MONTGOMERY were advised that the aircraft was a Ventura, four human bodies were located in the air craft which appeared to be a total wreck. These bodies were badly decomposed and beyond recognition. S/Capt. H. AITKEN and Walter MONTGOMERY were instructed to remain on grounds of the place the writer and I/O MONTGOMERY returned to Station

(Continued)

7. Walter NIGHTINGALE was also interviewed and gave the following statement:

I have heard the statement given to Cpl. CARROLL by my brother, IAN ALGERIA, regarding an aircraft which we found in the woods on the a.m. of the 23-11-43 and carried it in every detail. I assisted in guarding the aircraft in position on the 22-11-43 until it was taken over by the Air Force guards.  
Witness: D.J. CARROLL, R/Cpl. (Signed) IAN ALGERIA

8. IAN, C.O., LANSON, NITE, N.O. Officer for Security County was notified that the missing aircraft had been located in his jurisdiction and that the crash contained four men. He immediately contacted the Air Force and reported the location of the crash. He was instructed that it should not be generally reported as investigations as soon as possible by the Air Force authorities.

9. Squadron Leader A.D. GILL arrived at the crash site at Rendlesham Airport together with a party of Air Force personnel at 11.00 a.m. of the 23rd instant for the purpose of recovering the bodies from the wreck. He obtained a warrant for burial of all four bodies from Mr. C.E. LARSEN and gave the names of the deceased as Pilot Officer HAROLD EIGHTHINGTON, WILLIAM, NITE, WALTER GEORGE BAKER and Sgt. GUYOT OTTO, however, he did not know the full name of these men. Mr. GILL was guided to the bodies by the Air Force personnel and the bodies were removed from the wreckage and buried in the main highway, placed in an R.A.F. trench and taken to Rendlesham, H. R.

10. On the late p.m. of the 23rd instant S/L GILL, S/L JAMES P. and S/O MACKAY G. arrived in NITE for the purpose of investigating the crash. These men were provided all information possible by this statement.

11. In the early p.m. of the 23rd instant the writer and the Air Force personnel who were with him through the woods to the location of the crash were met by the writer.

12. In reports that no doubt be required as to the location of the crash and the bodies were killed in the aircraft at the time of the crash and all details provided for these reports were to be obtained from the Rendlesham Airport. It is requested that such be submitted by Mr. J. G. GUYOT. That was the witness to the crash and the only information available at the time of the crash is that the crash occurred in the parish of Rendlesham, County of Suffolk, Province of the Humber.

13. Police Officer JOHN WOOD, NITE H. R. arrived at the crash site on the 23rd instant.

14. It is requested that the information provided in this statement be considered as true and correct.

Witness: D.J. CARROLL, R/Cpl. (Signed) IAN ALGERIA

THE AIR OFFICER COMMANDING,  
CENTRAL AIR COMMAND, CANBERRA,  
AUSTRALIA.

1/10

(By Air Mail) Urgent  
Central Air Command, Canberra

455-888-071

The Air Officer Commanding,  
Central Air Command, Canberra,  
Australia, R. S.

The Air Officer Commanding,  
Central Air Command, Canberra,  
Australia, R. S.

FORWARDED FOR YOUR INFORMATION.

FORWARDED FOR YOUR INFORMATION.

The Comdant, R.C.M.P., OTTAWA.

The Air Officer Commanding,  
Central Air Command, Canberra,  
Australia, R. S.

(Prod. M. Allen) Insp.,  
I/C C.I.B.

(Prod. M. Allen) Insp.,  
I/C C.I.B.

(Prod. M. Allen) Insp.,  
I/C C.I.B.

FORWARDED. STILL UNDER INVESTIGATION.

(Prod. M. Allen) Insp.,  
I/C C.I.B.

(Prod. M. Allen) Insp.,  
I/C C.I.B.

Halifax, N.S., December 6th, 1943.

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

R.C.M.P. Report  
Missing Aircraft from No. 34 O.T.U.

1. Attached hereto, copy of R.C.M.P. Report 43-J-1082-1-7 dated at Fredericton November 30th, 1943 concerning the finding of a Ventura aircraft No. A8911 near Hinto, N.B. It will be noted that four bodies were located with the aircraft, and it has since been established that the aircraft is one which has been missing from No. 34 O.T.U., Pennfield Ridge, N.B., since last February.

2. As No. 34 O.T.U., R.A.F., Pennfield Ridge, N.B. has been included in the distribution list of R.C.M.P. "J" Division, Fredericton, N.B., it is presumed that they are in receipt of a copy of this report. The information contained herein is forwarded for your records. Further reports will follow in due course.

JMC/SDB

(G. P. Howe) V/Lt.,  
for A.O.C. in C., R.A.C.

Halifax, N.S., December 6th, 1943.

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

R.C.M.P. Report  
Missing Aircraft from No. 34 O.T.U.

1. Attached hereto, copy of R.C.M.P. Report 43-J-1032-1-7 dated at Fredericton November 30th, 1943 concerning the finding of a Ventura aircraft No. AE911 near Minto, N.B. It will be noted that four bodies were located with the aircraft, and it has since been established that the aircraft is one which has been missing from No. 34 O.T.U., Pennfield Ridge, N.B., since last February.
2. As No. 34 O.T.U., R.A.F., Pennfield Ridge, N.B. has been included in the distribution list of R.C.M.P. "J" Division, Fredericton, N.B., it is presumed that they are in receipt of a copy of this report. The information contained herein is forwarded for your records. Further reports will follow in due course.

JMC/AMH

(G. P. Howe) F/Lt.,  
for A.O.C. in C., S.A.C.

*late*  
*copy also retained*  
*ADD*  
*9/12/43*  
*6-12-43*

ROYAL CANADIAN MOUNTED POLICE

DIVISION FILE NO. 43 F 1082-11-7 COPY (KD)

80-672

SUB-DIVISION DETACHMENT

Stamilton 9-106 M.B.M.

DATE 25-11-43

Missing Aircraft from Pennfield Airport  
Pennfield, N.B.

HEADQUARTERS

SUB-DIVISION

43 F 205-20

DETACHMENT

M-1112

43-SF-57

1. Further to reports submitted by this detachment on the above captioned case, please be advised that at 10.30 p.m. of the 22nd instant Ira Alden NIGHTINGALE and Walter NIGHTINGALE of Rothwell, Queens Co., N.B., called at this office and stated that they had located a wrecked aircraft in the woods about four miles from New Zion, N.B., approximately 9.00 a.m. of even date.

2. A check was immediately made on the Aircraft Detection map, Frederick-Moncton sheet, and it was learned that the aircraft in question was located in block G-12, Parish of Pennfield, Junbury Co., N.B. The Officer Commanding Frederick Sub/Division was immediately contacted by telephone and advised of the above information; he informed the writer that the aircraft authorities would be notified from his office and further instructions would be issued also that a guard was to be placed on the aircraft.

3. A short time later Squadron Leader J. HILL phoned this office from Pennfield Airport, Pennfield, N.B. and stated that a guard would be sent from that airport to take over the guarding of the aircraft.

4. The writer, 2/Cst. H. DAVIES, Ira NIGHTINGALE and Walter NIGHTINGALE patrolled to where the aircraft was located. It was noted that the number of the aircraft was A8011 and that it was a Venture, four human bodies were located in the aircraft which appeared to be a total wreck, these bodies were badly decomposed and beyond recognition. 2/Cst. H. DAVIES and Walter NIGHTINGALE were instructed to remain as guards at the plane, the writer and Ira NIGHTINGALE returned to Minto

5. At 10.00 p.m. of the 22nd instant Cpl. H.M. LEFLER and a party of three Air Force Security Guards arrived from Pennfield Airport to take over the plane. They were guided to the scene where they took over the guarding of the aircraft, record was obtained from Cpl. H. B. LEFLER.

6. The following statement was obtained from Ira Alden NIGHTINGALE which is self explanatory.

Minto, N.B. 22-11-43.  
On the a.m. of the 22-11-43, my brother Walter NIGHTINGALE and I left my home in Rothwell, N.B. for the purpose of game hunting. We entered the woods at New Zion, N.B. and travelled in a south westerly direction. About 9.00 a.m. I noticed a pile of wreckage a short distance ahead and drew my brother's attention to it. We walked a short distance further and saw that it was an aircraft which had crashed in the woods. On alone examination we saw three human bodies which had been dead for sometime.

(continued)

CLASS. DATE

BY FOR

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para. 5 continued.

having searched the woods in this district on numerous occasions for an aircraft which was reported missing last February we thought that this was the missing plane. We received a message and reported to the Minto of the aircraft and showed the location to Cpl. Carroll of the RCMP who placed a guard on same.

Witness: D.J. CARROLL, A/Cpl. (Sgd) Ira NIGHTINGALE.

7. Walter NIGHTINGALE was also interviewed and gave the following statement:

I have heard the statement given to Cpl. CARROLL D.J. by my brother, Ira NIGHTINGALE, regarding an aircraft which we found in the woods on the a.m. of the 22-11-43 and corroborate it in every detail. I assisted in guarding the aircraft in question on the 22-11-43, until it was taken over by the Air Force guards.

Witness: D.J. CARROLL, A/Cpl. (Sgd) Walter NIGHTINGALE

8. Dr. G.H. LAWSON, Minto, N.S.; Coroner for Lunenburg Co., was notified that the missing aircraft had been located in his jurisdiction and that the wreck contained four human bodies. He contacted the Attorney General's Department by telephone and was instructed that it would not be necessary to conduct an investigation as same would be done by the Air Force Authorities.

9. Squadron Leader A.D. GILL arrived at this office from Penfield Airport, together with a party of Air Force personnel, at noon of the 23rd inst. for the purpose of removing the bodies from the wreck. He obtained a warrant for burial of all four bodies from Dr. G.H. LAWSON and gave the names of the deceased as: Pilot Officer HARRIS, Sgt. Navigator WILLIAMS, Sgt. Wireless Operator HATES and Sgt. Turner CUYC, however, he did not know the initials of these men. Mr. GILL was guided to the scene of the crash where the bodies were removed from the wreckage, carried to the main highway, placed in an R.A.F. truck and taken to Penfield, N.S.

10. On the late p.m. of the 23rd instant S/A HILL J., F/Lt/Trainer F. and F/O PEACOCK E. arrived in Minto for the purpose of investigating the crash. These men were rendered all assistance possible by this detachment.

11. On the early a.m. of the 24th instant the witness assisted the Air Force Guard to pack their supplies through the woods to the scene of the crash where they were located.

12. As reported will be verified by the medical certificate of the four men who were killed in the aircraft on the 22nd of the crash and all details required for these reports will have to be obtained from the Penfield Airport, it is requested that same be submitted by our St. George detachment. There were no witnesses to the crash and the only information available of this detachment is that the deaths occurred in the Parish of Penfield County of Lunenburg, Province of New Brunswick.

Ref. Missing Aircraft from Pennfield Airport  
Pennfield, N.B.

The O.C., M.P. Div.

FORWARDED 29-11-43. The N.C.O. i/c St. George Det. is being instructed to have the full names, etc. obtained of the four members who were killed in this crash. FURTHER REPORT WILL BE SUBMITTED BEFORE 15-12-43. STILL UNDER INVESTIGATION.

Y/5

(S. Bullard) Inspector  
Commanding F'ton S/Division

F/S/D 43 F 205-20

The Officer Commanding,  
No. 34 C.T.U., R.A.F.,  
Pennfield, N. B.

The Air Officer Commanding,  
Eastern Air Command, R.C.A.F.,  
Halifax, N. B.

FORWARDED FOR YOUR INFORMATION.

FORWARDED FOR YOUR INFORMATION.  
TICN.

F'ton, N.B.  
30-11-43.

(Fred W. Allan) Insp., F'ton, N.B. (Fred W. Allan) Insp.  
I/C C.I.B. 30-11-43. I/C C.I.B.

The Commissioner, R.C.M.P., OTTAWA.

FORWARDED. STILL UNDER INVESTIGATION.

F'ton, N.B.,  
30-11-43.  
JMP:KD

(Fred W. Allan) Insp.,  
I/C C.I.B.

1900-11911-1  
852-1-204 (204)

FILE MADE  
CR

Ottawa, Canada. 30th November, 1943.

REGISTERED

Australian Air Liaison Mission,  
Liger Building,  
Ottawa, Ontario.

Aus. 430531 L.A.S. Walter, R.K.  
Aus. 416301 Sgt. Williams, E.

1. Attached hereto are copies of  
Proceedings of Investigation and Court of Inquiry  
in the case of the above mentioned airmen.

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

Encl. 2

Ottawa, Canada. 10th December, 1943.

REGISTERED

New Zealand Air Mission,  
Linger Building,  
Ottawa, Ontario.

NZ.413220 Sgt. Bates, D.F.

1. Attached hereto is copy of Proceedings of Court of Inquiry or Investigation in the case of the above mentioned airman.

*Jro*  
(T.E. McDougall)  
Wing Commander  
R.C.A.F. Records Officer.

Encl. 10



OUR FILE 12 GEF/1915/ASBHL/A

REF. YOUR  
DATED

ROYAL CANADIAN AIR FORCE  
November 22, 1943. 11 41

ATTENTION: R.C.A.F. Records Officer.

1300  
R.D.H.  
RECEIVED

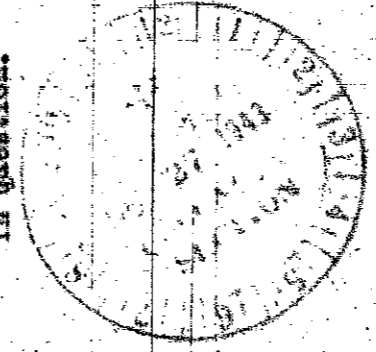
The Secretary,  
Department of National Defense for Air,  
Lingar Building,  
Ottawa, Ontario.

Page 25/6

Proceedings of Investigation into accident  
Ventura A3911, 34 O.T.U., February 25, 1943.

1. Further to this Headquarters' letter of November 16th, under cover of which a copy of the proceedings into the above-mentioned accident was forwarded, information has just been received that the missing aircraft, Ventura A3911, has been located and it is presumed that the enquiry will now be re-opened.
2. If the enquiry is re-opened, it will be in the hands of the Eastern Air Command F.A.I.O., as the method of investigating flying accidents in this Command has undergone alteration since the date of the crash in question.

*J.H.L.*



(J. E. McC. Reynolds) G.C.,  
O.C.,  
No. 12 O.T.U.

O.C. F.A.I.O., Eastern Air Command.

*On file in  
the files of  
12 GEF/1915/ASBHL/A*

*10-5-43*

ROYAL CANADIAN AIR FORCE

OUR FILE 2622/1915/12911  
REF. YOUR 300-12911-1 (ROR)  
DATED October 29, 1943.

November 16, 1943.

ATTENTION: R.C.A.F. RECORDS OFFICER.

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

Proceedings of Investigation into accident  
Ventura A2911, 3<sup>rd</sup> C.T.U., February 25, 1943.

1. Further to our letter of November 4th, a copy of the  
Proceedings of the Investigation into the above-mentioned accident  
is forwarded herewith as requested.

*J. H. Reynolds*  
(J. H. Reynolds) G.C.  
for A.O.G. 12 C.T.G.

Enc. 1

1-RG 42570

ROYAL CANADIAN AIR FORCE

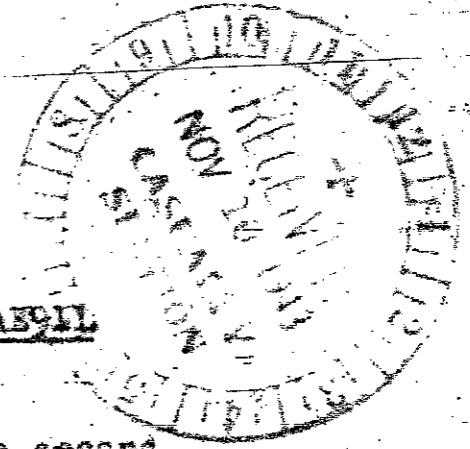
OUR FILE 126EP/1916/AF911/  
REF. YOUR 1300-AF911-1  
DATED 29/10/43 (R04)

HEADQUARTERS  
GENERAL REGISTRY  
November 4, 1943.

ATTENTION: R.C.A.F. RECORDS OFFICER

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

NOV 8 AM 1:58



Proceedings of the Investigation into Accident Ventura AF911  
34 C.T.U.. February 26, 1943.

1. With reference to your letter of October 29th, the second copy of the Proceedings referred to therein was forwarded to 34 C.T.U. for retention in the normal manner.
2. 34 C.T.U. has now been instructed to return their copy of the Proceedings to this Headquarters and it will be forwarded to you upon receipt.

*J. H. Reynolds*  
(J. H. McC. Reynolds) G.C.  
for A.C.C. 12 C.T.U.

OTTAWA, Canada. 29th October, 1943.

Air Officer Commanding,  
No. 12 Operational Training Group, R.C.A.F.,  
Halifax, N.S.

Investigating Officer's Report -  
Accident to Ventura AE911 from No. 54  
O.T.G., Pocafield Ridge, on 26th February, 1943.

1. Referring to our 1500-AE911-1 (AIB) dated 14th July, 1943, it is noted that two copies of the Investigating Officer's Report were returned to you. As one more copy of the Report is required at this Headquarters for transmission to the Australian Air Liaison Mission in the case of A05415501 Sgt. Williams, R., it would be greatly appreciated if one of your copies could be returned, please.

*B.F.*  
*5-12-43*  
*M. H. H. H. H.*

*M. H. H.*  
(T.K. McLaughlin)  
King Commander  
R.C.A.F. Records Officer



1200/1000/1000/1000  
1000 1000/1000

1000 1000/1000 1000 1000/1000

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

Investigating Officer's Report -  
Accident to Ventura A3011 from No. 34  
OTU, Parrfield Miss. on 26 Feb. 43.

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

10/10

*[Signature]*  
(P. S. W. Fine) O/C  
for C. A. S.

*[Handwritten notes]*  
10. 1000/1000/1000/1000  
for C. A. S.  
17/43

*Copy - Original on file  
C-9 27660*

0-11000 (P.1) (P. 00 00)  
1300-00011-1

J. 11000-17-C (A. 1100)  
27th May, 1948.

CONFIDENTIAL

Ottawa, July 10th, 1948.

①

Air Officer Commanding in Chief,  
Essex Air Command,  
Wellesley, N.S.

J. 11000 Pilot Officer D.A. Crosbie - 3d OTC, Penfield  
Ridge, Investigating Officer's Report - Accident to  
Ventura AEW11 on 26th February, 1948.

1. This Headquarters considers that appropriate disciplinary  
action was not taken against Pilot Officer Crosbie. The Investigating  
Officer's Report clearly indicates that Pilot Officer Crosbie engaged  
in unauthorized low flying and disobeyed unit flying orders in going  
beyond the limit of 20 miles from the aerodrome without the submission  
of flight plans.

2. It is noted that in adding his remarks to the proceedings  
of the Investigating Officer's Report, the Commanding Officer on the  
7th March, 1948, recommended that disciplinary action be taken against  
Pilot Officer Crosbie. Your letter J. 11000-17-C (A. 1100), dated May 14th,  
1948, to this Headquarters states that the unit had been informed of  
this Headquarters' observations and that instructions had been given  
concerning disciplinary action. Your above referenced letter now states  
that Pilot Officer Crosbie was logged in accordance with A.F.A.O. A. 12/b.  
It is not clear whether this action was taken by the Commanding Officer  
prior to receipt of your instructions concerning disciplinary action  
or as a result thereof. May this Headquarters be advised in this regard,  
please, and also advised as to what instructions were issued by your  
Headquarters as to disciplinary action.

3. May the attention of the Commanding Officer be directed,  
please, to this Headquarters' policy as outlined in A.F.F.O. 89/48,  
which order was in effect prior to this incident, and for future guidance  
the attention of your Headquarters is directed to the recent A.F.F.O.  
110/48, outlining the present views of this Headquarters as to low fly-  
ing and other serious breaches of flying regulations.

4. The enclosed set forth in para. 3 of your above referenced  
letter conditions of the Commanding Officer in implementation of the action  
taken with respect to Pilot Officer Crosbie are not considered by this  
Headquarters sufficient to justify the failure to place this officer on

② AFB: [Signature]  
For [Signature]  
[Signature] P. 13/10

1000

charge for a breach of flying regulations and to proceed with the holding  
of a summary of evidence. May the Commanding Officer be advised to this  
effect, please.

F/L J.M. Matherson  
R. Peck

(J.A. Sully) A.V.M.  
for C-A.S.

COPY

Our File J.21660-17-C (A.I.)  
Ref. Your (J.21660-17-C)  
Dated 5th May, 1943.

ROYAL CANADIAN AIR FORCE

CONFIDENTIAL

Halifax, N.S. 27th May, 1943.

The Secretary,  
Department of National Defence For Air,  
Ottawa.

Investigating Officer's Report - Accident  
to Ventura AE.911 on 20th February, 1943.  
Pilot Officer D.A. Crosbie, (J.21660)  
No. 24 C.T.U., RAF, Westfield Ridge, N.E.

1. The Commanding Officer of the above noted officer has now reported the following:-

"With reference to your letter J.21660-17-C (A.I.) dated 14th May, 1943, P/O Crosbie has been logged in accordance with A.F.A.O. A.15.5 and his Log Book has been endorsed for "disobedience" pursuant to C.A.P. 100, Section 4, para. 25.

"2. This course has been adopted rather than the taking of a Summary of Evidence because P/O W. Mowat (J.22242) has now left the Unit on posting to the U.K.

"3. P/O D.A. Crosbie has shown himself to be a capable pilot and a diligent pupil while he has been on this Unit, (apart from the occasion under discussion - if a Summary of Evidence was taken there is a possibility that P/O Crosbie might have to remain behind at the expiration of his Course (May 28th), thus an operational crew would be delayed."

(Sgt) W.H. Fox F/L

for (A.I.C. Harrison) S.I.  
for A.O.C.-in-C., R.C.A.F.

Air Officer Commanding in Chief,  
Eastern Air Command,  
Melbourne, Vic.

Ottawa, May 24th, 1943.

J.21500 Pilot Officer D.A. Crosbie - 24 W/P, Pennfield  
Ridge - Investigating Officer's Report - Accident to  
Ventura A8911 on 26th February, 1943.

1. From a review of the marginally noted Investigating Officer's Report, it is concluded that Pilot Officer D.A. Crosbie, pilot of Ventura aircraft A8942, and Pilot Officer H.C. Harris, now missing, pilot of Ventura aircraft A8911, deliberately carried out unauthorized low flying, contrary to the provisions of S.A.P. 100, Section 1, para. 25, during their formation exercise and both pilots disobeyed the unit's flying orders in being beyond the limit of 30 miles from the aerodrome without the submission of 713211 plans for such flight and also in flying below 1000 feet.

2. It is noted that the Commanding Officer of the unit concerned has recommended that disciplinary action be taken against Pilot Officer Crosbie and that the Air Officer Commanding, No. 12 Training Group Headquarters, Eastern Air Command, has remarked as follows:-

"The evidence indicating low flying is circumstantial and insufficient to warrant a summary of evidence. I concur in the finding and in the remarks of the Unit Commander."

3. The remarks of the Air Officer Commanding, No. 12 Training Group Headquarters, are not agreed with as to the evidence being circumstantial and insufficient to warrant a summary of evidence. It is acknowledged that the evidence of the civilian witnesses would be of little use inasmuch as they failed to identify the aircraft seen low flying and that Pilot Officer Crosbie's own evidence as given to the Investigating Officer would not be admissible as a trial. However, the evidence of Pilot Officer William Murray (J.22247), who was flying in Ventura aircraft 12012 as observer, would appear to be sufficient to warrant proceedings as a summary of evidence. He states in his evidence that an aircraft in which he was an observer descended to about 700 to 800 feet and crossed the south western part of the lake at this height. When asked if he looked at the altimeter after the pilot had leveled out from the dive approaching Grand Lake, he states that he did and that in crossing he took the altimeter not reading about 700 to 800 feet. Also from the evidence of this witness, it is assumed that the aircraft piloted by Pilot Officer Crosbie had passed Douglas Harbour, which is estimated to be over 30 miles from the unit.

W. J. G. [Signature]  
[Signature]  
[Signature]

ANT [Signature]  
[Signature]

1800-AB011A

4. Accordingly, it is recommended that consideration be given to the taking of appropriate disciplinary action against Pilot Officer Grubbs. May this Headquarters be advised when a decision has been made in this regard, please.

*W.A. J.M. Kesterson*  
W/A J.M. Kesterson  
S. Penk

*J.A. Mays M.C.*  
J.A. Mays M.C.  
for C.A.S.

*Reviewed  
M.A.M.  
12-5-43  
A.I.D. Camp  
Camp*

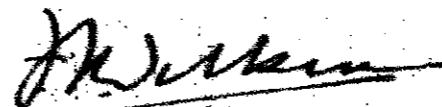
MEMORANDUM

1300-AB911-1 (AIB)  
29th April, 1943.

A.M.P. (D. of P./P.1)

Investigating Officer's Report -  
Accident to Ventura AB911 from No. 34  
OTU, Pennfield Ridge, on 26th Feb/43.

1. As you will see in the paragraph "Conclusions of Accidents Investigation Branch" we do not agree with the A.O.C., of No. 12 O.F.S. that there is no evidence against P.O. Crosbie. This Officer admitted in his evidence that he was low flying and outside the area in which his exercise was supposed to be carried out.
2. Would you take any necessary action, please.

  
(F.S. Wilkins) G.C.,  
C.I: Accidents.

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MS Cont  
17-5-19  
C.M.W.



DESCRIPTION OF FACTS

The aircraft carrier took 3 hours and 10 minutes to proceed to the position of the aircraft. The pilot on that flight stated it took off at 10:00 AM and was in the air for 10 minutes. I then selected the aircraft carrier and took them off. I then selected from each bank and used them until I reached the aircraft carrier bank and banked to the right. I then selected from each bank and banked to the right. I then selected from each bank and banked to the right. I then selected from each bank and banked to the right. I then selected from each bank and banked to the right.

All aircraft were in the air and certainly proved to be a serious threat to the aircraft carrier. The aircraft carrier was initially maneuvered as the aircraft carrier was after a while it was aircraft carrier in the air.

RECOMMENDATION

It is recommended that the aircraft carrier be kept in the air for a while.

NOTE

The cause of the aircraft carrier was the aircraft carrier was in the air for a while.

RECOMMENDATION

CONCLUSION

The aircraft carrier was in the air for a while and certainly proved to be a serious threat to the aircraft carrier. The aircraft carrier was in the air for a while and certainly proved to be a serious threat to the aircraft carrier.

RECOMMENDATION

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RCAF MESSAGE

TO: CAN EAC AND TC OR UP REPORT CITY BL ... AUSTRALIA

1800-AE971-1

FROM: SA CTR

30

DATE: FEB/86

ASST

FEB/86

YOUR

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

UNIT TO WHICH AIRCRAFT BELONGS: B. SA DIV BRANFELD AIRFB

PLACE, DATE AND TIME OF ACCIDENT: C. UNKNOWN BELIEVED TO OCCUR IN VICINITY OF 34 NO LAKE NEW BRUNSWICK 29TH FEBRUARY 43

TYPE AND REGISTRATION NUMBER OF ENGINE(S) AND AIRCRAFT INVOLVED: D. V. 1448

E. POINT 2020/1-269471

F. CB 1319378 P/O R G NAR IS MISSING

NAME, RANK AND NUMBER OF PILOT AND OTHER OCCUPANTS AND WHETHER KILLED, MISSING, DANGEROUSLY SEVERELY OR SLIGHTLY INJURED, OR UNINJURED.

NAME, RANK, BUSINESS AND DURESS OF OTHER OCCUPANTS AND WHETHER KILLED, MISSING, DANGEROUSLY, SEVERELY OR SLIGHTLY INJURED, OR UNINJURED.

G. HULL 416901 SGT WILLIAM E. HARRINGTON NZ 413220 SGT BATES R. WAG MISSING A161141 SGT 0770 T. G. AG MISSING

NAME, RANK, BUSINESS AND DURESS OF OTHER OCCUPANTS AND WHETHER KILLED, MISSING, DANGEROUSLY, SEVERELY OR SLIGHTLY INJURED, OR UNINJURED.

H. NIL

NAME, RANK, BUSINESS AND DURESS OF OTHER OCCUPANTS AND WHETHER KILLED, MISSING, DANGEROUSLY, SEVERELY OR SLIGHTLY INJURED, OR UNINJURED.

J. THE ... STREET ...

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K. ... P/O ...

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L. ...

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M. ...

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FEB 86

TI 2020 0-269471

1800-AE971-1

ACTION COPY - TO BE DESTROYED