

ROYAL CANADIAN AIR FORCE

ACCIDENT TO MENTURA AIRCRAFT R.C.A.F. NO. AJ173 NEAR YARMOUTH, N.S. ON 13-3-43 P/O CORR. T.A. P/O LALOR F.H., SGT CANNON, D.A., AND O/S FALKNER R.H. ALL MISSING.

FOR CROSS REFERENCES SEE INSIDE COVER

DIRECTED TO	DIRECTED TO
STAFF OFFICER	STAFF OFFICER
CHIEF CLERK	CHIEF CLERK
RECORDS SECTION	RECORDS SECTION
MAIL ROOM	MAIL ROOM
TELETYPE UNIT	TELETYPE UNIT
TRAINING OFFICER	TRAINING OFFICER
ATTORNEY GENERAL	ATTORNEY GENERAL
CHIEF ENGINEER	CHIEF ENGINEER
CHIEF ELECTRICIAN	CHIEF ELECTRICIAN
CHIEF MECHANIC	CHIEF MECHANIC
CHIEF WAREHOUSE	CHIEF WAREHOUSE
CHIEF STORES	CHIEF STORES
CHIEF POST OFFICE	CHIEF POST OFFICE
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CHIEF CLERK (RECORDS)	CHIEF CLERK (RECORDS)
CHIEF CLERK (TRAINING)	CHIEF CLERK (TRAINING)
CHIEF CLERK (ATTORNEY)	CHIEF CLERK (ATTORNEY)
CHIEF CLERK (ENGINEERING)	CHIEF CLERK (ENGINEERING)
CHIEF CLERK (ELECTRICIAN)	CHIEF CLERK (ELECTRICIAN)
CHIEF CLERK (MECHANIC)	CHIEF CLERK (MECHANIC)
CHIEF CLERK (WAREHOUSE)	CHIEF CLERK (WAREHOUSE)
CHIEF CLERK (POST OFFICE)	CHIEF CLERK (POST OFFICE)

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 AIB 15 July
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 104
 104
 104
 104

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THIS BE KEPT BY THE HEAD OF THE RECORDS SECTION IN THE EVENT OF A REQUEST FOR INFORMATION IN THAT CONNECTION.

1300-111173-1 (203-1) (R02)

Ottawa, Canada. 16th June, 1943.

REGISTERED

Air Ministry,
P4 Cas,
Astral 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:

1243809 P/O Corr, T.A.

[Handwritten signature]

(T.K. McDougall)
Wing Commander

R.C.A.F. Records Officer

Encl.

[Handwritten signature]

1200-2175-1 (10)
1200P/1915/AMTJ/2
10th May, 1943.

Ottawa, Canada. 26th May, 1943.

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

Investigating Officer's Report -
Accident to Ventura AJ173 from No.34
O.T.G., Yarmouth, on 13th March, 1943.

1. Enclosed herewith Investigating Officer's Report on the above noted accident, duly approved.
2. As a result of this investigation, appropriate instructions are being reviewed at this Headquarters regarding the carrying of passengers during gunnery exercises. Further instructions will be issued on this point later.

Handwritten initials

Handwritten signature

(J.S. Wilkins) G.C.
for C.A.S.

PMX/PM

SUMMARY OF ACCIDENT INVESTIGATION NO. 900

Date and Time	Aircraft	Unit	Occupants	Injuries	Place of Accident
13 Mar /43	Ventura I A1173	134 CGO Falmouth <i>W. J. ...</i>	P.O. W.A. Corr (Pilot) P.O. F.H. Lator (Nav.) Sgt. Cannon, D.A. (S/Op/AG) Ord. Sen. Falkner, R.S. (Passenger)	Missing	Believed to be near Fort Maitland, N.S.

Object of Flight

500 foot bombing followed by front, turret and under gun firing.

Weather

Overcast above four thousand feet. Visibility four to six miles. Surface wind eight to twelve miles per hour throughout the period, veering from west Northwest to North West.

Pilot

P.O. F.A. Corr's flying time was:

D.R. 82A
56135 hours
Aveop
Ventura
81.45

He had been qualified as first pilot on Ventura aircraft as was also stated to be capable and reliable.

Description of Flight

On the afternoon of Saturday, Mar. 13/43, P.L. D.C. Lacey, Flight Commander Arment Flight, authorized P.O. Corr as pilot, P.Q. Lator observer and Sgt. Cannon W.O.A.S. to take off at 1745 hours in Ventura A1173 for the purpose of carrying out bombing and gunnery exercises. The bombing was to be undertaken at the Publico Range and the gunnery at Fort Maitland and the crew were given strict instructions to land at 1800 hours. As this was the first exercise of this type to be carried out by this particular crew at this Unit they were briefed before take off by the Gunnery Officer. They also signed the Air Firing Range Orders as having read and understood. The last signal received from the aircraft informed the base that bombing had been completed and that it was proceeding to the gunnery range.

At 1845 hours, when the aircraft had not returned the Flight Commander Arment Flight requested that overdue action be taken, and on the following morning an intensive search by air and sea was organized, without result. On Mar. 15th some lobster boats found near Fort Maitland an oleo leg, wheel and tyre and aircraft type dinghy which were positively identified as belonging to this particular aircraft. The R.C.A.F. crash boat arrived in the area for three hours after this discovery without finding any further evidence.

On Mar. 16th several other pieces were picked up on a beach south of Fort Maitland Harbour, these included a sleeping bag and a box marked "Mail 2118 Flight". From these marks it was evident that the aircraft had broken up with great violence.

On the day of the accident the aircraft had been flown by another pilot for 1 hr. 30 min. during this flight it behaved in a normal manner. There is also evidence to prove that it had been refuelled prior to taking off on the final flight.

Description of Flight (Cont'd)

The presence of Ordinary Seaman Falkner, S.N. as passenger in this aircraft is not explained, a naval rating was seen by the Leading Aircraftman J.H. Atkinson, who assisted the pilot in starting the engines to be on board the aircraft when it taxied out for take off. It is further certified by F.L. D.G. Lacey that the four men were members of the crew and that nobody was seen to leave the aircraft prior to take off.

Findings of Investigation

Circumstances:

Aircraft engaged on a Low Level Bombing and Air firing Exercise; completed its bombing and became missing after proceeding towards the Air Firing Range at Port Maitland to carry out the Air Firing Exercise. From wreckage found, Aircraft & Crew may be presumed Lost at Sea.

Cause:

No evidence to show how the accident occurred.

Recommendations:

Nil.

Remarks of C.O.

The cause of this accident must remain obscure. An explosion appears to have occurred, but whether in the air or on impact is difficult to decide. The finding of more wreckage later may bring something to light."

Observations of A.O.C.

The Air Officer Commanding No. 12 Operational (T) Group, concurred in the report.

Opinions of Accidents Investigation Branch

Agree with the findings.

(L.C. Zappell) P.O.

From the evidence available the accident was probably due to the pilot allowing the aircraft to dive into the water through an error of judgment.

[Signature]

(R.S. Wilkins) C.O.

C.I. of A.

1500-3377-1
18th May, 1943.

CONFIDENTIAL

R.C.A.F. D-8
25M-5-42 (2079)
H.Q. 1062-8-6
(Revised 5-42)

CANADA

PROCEEDINGS OF COURT OF INQUIRY OR INVESTIGATION

FLYING ACCIDENTS

Form 1062-8-6 - 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) 16th March 1943 at (place) RAF Station, ~~Wormouth, N.S.~~ with instructions to inquire into the circumstances connected with the Accident at (hours) on (date) 13th March 1943 at (place) Wormouth, Nova Scotia.

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		ENGINE	
Type and Mark	Extent Damaged, or, Totality or Seriousity	Type and Series	Make's No.
Wentworth I	Missing.	Double	243622.F.
A-1173.		Wing	243623.S.
			Missing.

Note: If more than one aircraft is involved, list them here first in order the names of the occupants of the aircraft entered first above. Captain of each aircraft to be notated.

Rank	Unit	Dist. or Loc. at Time of Crash, etc.	No. of Aircraft in which he was occupant	Excluded because of Perjury, Seriousity, Disability
1/0	34 OWS	Pilot	Passenger AT-173	Missing
1/0	34 OWS	Investigator		
Sgt	34 OWS	Wireless Operator - Air Gunner		
Ordinary Seaman	No. 1	Passenger		

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

President: **S/Ldr. J. B. Greville (33313)** Unit: **No. 31 O.T.U.**

Members:

In Attendance:

(E) That the list of witnesses is:

Rank	Name	Unit (if Civilian, say so)	Rank	Name	Unit (if Civilian, say so)
1/0	James	34 O.T.U.	W/O	Conroy	34 O.T.U.
1/0	James	34 O.T.U.	Lt	William	34 O.T.U.
1/0	William	RAF Invermouth	Lt	William	34 O.T.U.
1/0	William	RAF Invermouth	Lt	William	34 O.T.U.
1/0	William	34 O.T.U.	Op	Flanagan	Civilian Mem. Officer
1/0	William	RAF Invermouth	Op	Jones	RAF Invermouth
1/0	William	No. 113 Sqdn.			

(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		Wholly or in substance previous to the crash
			(A) Single Year included in previous submission	(B) Total Instrument Flying	
1/0 Capt S.A.	D.L.82A	38.35	—	—	all
	Stinson	56.35	—	—	all
	Avian	109.30	—	—	109.30
	Waco	81.45	—	—	81.45

(G) That the evidence obtained by the Court (Investigating Officer) is an act out in the evidence of the following (No.) of witnesses on the following (No.) of pages.

of witnesses on the following (No.) of pages.

(1) All the instructions contained in Part A have been followed and we (I) make the following Findings:

2. That the purposes of and instructions for the flight(s) were as follows:

Who ordered the flight and for what purpose? Were any special instructions given? State if one occupant was instructing the other.	
Aircraft No.	
Type	
Number	AJ.173
Flight was ordered by P/O Lenny, Flight Commander of the Instrument Training Flight. Requester to be carried with the 500 feet building and front, front and back - One Flight.	

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

AIRCRAFT	No. of Seats	Whether fitted with single or dual control	NAMES OF OCCUPANTS OF SEATS		
			Front	Back	Other
Yankee AJ.173		Single	P/O Carr P/O Lalar Sgt Cannon G. S. Palmer		Positions unknown

5. That the aircraft took off as follows:

AIRCRAFT	No.	Type	Time	Weather conditions when Aircraft took off and also, if ascertainable at the time of the accident.
Yankee AJ.173			1700 A.M.	Overcast above 5000 feet visibility four to six miles, Surface wind light to variable gales per hour throughout the period.

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

AIRCRAFT	No.	WHEN LAST EXAMINED			Whether Aircraft met Engine 8a for Flight in Question
		By Fitter	Date	Hour	
Yankee AJ.173			13.3.43	0400 A.M.	Yes.

7. That we (I) have (have not) examined the following aircraft, engine and Pilot's Flying Log Books and Form L. 14 and have ascertained:
if not, state why not.

Description of Book and Form	Remarks, including Material Parts supplementing or confirming Evidence of Inspection
Pilot's Flying Log book L.14 Aircraft log book - St. Paul Aircraft log book - St. Paul	condition appears given in paragraph (7) Material supplement for flight Aircraft log book - St. Paul

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

Name	Rank	Unit No.	Business pertaining obtaining of evidence	How concerned with accident

9. The (1) below have not visited the scene of the accident before (after) the incident was reported and have found the following material facts:
 *If not, state why not.
 Aircraft missing. Evidence points up to the fact that the aircraft was on parts of the ground. The aircraft was found to be in the area of the ground with great damage and probably exploded.

10. That the Aircraft was loaded as follows:

Tare Weight	17,300 lbs	State Location of Occupants	Unknown.
Pilots, Crew and Passengers	800 lbs	State Quantity of Fuel in each Tank:	All tanks full on take-off.
Fuel Load	3,360 lbs	State what Equipment, Bombs, Guns, carried:	6 Inventing Machine Guns .50 2 " " " " " " 1 Cannon Self-loading Bomb Sight.
Oil Load	200 lbs		
Equipment, Bombs, Guns	350 lbs		
Gross Weight	20,850 lbs.		

11. That the following paragraphs of C.A.P. 165 or Station Standing Orders were not complied with:

all

12. That the circumstances of the accident were, very briefly, as follows: Aircraft engaged in a low level bombing and Air Flaring maneuvers completed the landing and before starting the grounding towards the Air Flaring Range at Port Moresby in early part of the Flaring Exercise. The wreckage found, however, is some way to the west of the range.

13. That the cause of the accident in our (my) opinion was as follows:
 The evidence to date has the accident caused.

14. That the following are our (my) recommendations for the prevention of this type of accident:
 self there are no recommendations, say so.

all recommendations.

Signature of President of Court
 (Or Investigating Officer)

[Signature]

Signature Location

Signature of Member of Court

Signature and Remarks of Officer Commanding (If remarks are lengthy, attach separate sheet). The cause of this accident must remain obscure. An explosion appears to have occurred, but whether in the air or on impact it is difficult to decide. The finding of some wreckage taking the form of a small fragment of the aircraft is not sufficient to determine the cause of the accident.

Approval and Remarks of Air Officer Commanding (If remarks are lengthy, attach separate sheet)

[Signature] 14 May 1943
 Officer Commanding

28

275072

26 pages

W. E. Milkin

(W. E. Milkin) G. O.
for O. A. S.

LIST OF CONTENTS

Page 2. Statement of 1st witness, Flight Lieutenant D.B. Lacey

Page 4. Statement of 2nd witness, Flying Officer A.V. Jones

Page 5. Statement of 1st witness recalled, Flight Lieutenant D. G. Lacey.

Page 6. Statement of 3rd witness, Flying Officer W. Pilkington.

Page 7. Statement of 4th witness, Flying Officer G.A.H. Cowan.

Page 8. Statement of 5th witness, Warrant Officer J. Manton.

Page 9. Statement of 6th witness, Flight Sergeant M.C. Vachon. (R.90958)

Page 10. Statement of 7th witness, Flying Officer C.R. Dixon.

Page 11. Statement of 8th witness, Warrant Officer R.H. Conway.

Page 12. Statement of 9th witness, No. 1034054 L.A.G. Wallace, J.

Page 13. Statement of 10th witness, No. 1090817 A.M. Sutton R.N.

Page 14. Statement of 11th witness, No. 1190129 L.A. Robinson J.R.

Page 15. Statement of 12th witness, Mr. Harold R. Fleming.

Page 16. Statement of 13th witness, R.62998 Cpl. Jones, R.A.

LIST OF EXHIBITS

"1" - Aircraft-Pass Photostatic copy of Flight Authorisation.

"2" - Photograph of parts of machine.

"3" - Photograph of rubber dingy.

"4" - Photograph of part of machine.

APPENDICES

"A" - Questionnaire.

"B" - List of Flight Equipment carried.

"C" - Certificate by Flight Lieutenant D.B. Lacey.

SCHEDULE OF THE INVESTIGATION

R.C.A.F. Station, Yarmouth. 16th March, 1943.

do do 17th March, 1943.

10.00 hours - 12.30 hrs
11.00 hours - 12.30 hrs
07.00 hours - 12.30 hrs
11.00 hours - 12.30 hrs

First Officer Flight Lieutenant R. G. Lacey, R.A.F. Station

I am the Pilot-in-Command of the aircraft on the above mentioned flight. I was the Pilot-in-Command of the aircraft on the above mentioned flight. I was the Pilot-in-Command of the aircraft on the above mentioned flight.

On the afternoon of Saturday the 13th, March 1943, I was on duty in the aircraft and I authorized Pilot Officer Gory as pilot and Captain, Pilot Officer Lacey as observer, and Sergeant Gorman as crew. I was in the aircraft No. A.1.173 to carry out a 500 feet bombing mission at Polesie Range followed by an Air Firing Exercise with Stent, under, and target guns off Port Maitland. The estimated time of take off was 1745 hours A.D.T. and I gave the crew strict instructions to land by 1800 hours. R.A.S. Falkner was a passenger in the aircraft.

At 1845 hours I reported to operations R.C.A.F. that the aircraft was 45 minutes overdue and requested that overdue action might be taken.

The following morning there was still no news of the aircraft and a search was organized.

I hereby certify the Flight Authorization Book, (Form R.C.A.F. No. F.20.A, Ireland) and the Form L.14 which I impounded at 2300 hours on the 13th, March 1943.

J.G.P.
16342

[Signature]
D. G. Lacey.
No. 76586.

Do you normally have a Staff Instructor with
cross on their first exercise of this type?

QUESTION

ANSWER

An Instructor is normally carried when
available but there is no rule laid down.

Ball P/14.
E. G. Lacey.
No. 76586.

99.1.
17.3.43

Witness, Flying Officer W. Pilkington, R.C.A.F.

I am No. G. 7162, Flying Officer Wilfred Pilkington, R.C.A.F., Intelligence Branch, employed as Intelligence Officer, R.C.A.F. Station, Yarrumbah, Nova Scotia.

In answer to a telephone call, I proceeded by N/T to Port Maitland on the afternoon of the 15th. March 1943. I found there, two lobster boats which had picked up an Alouette, Sheel and Tyre and also an Aircraft Type Blingby. Mr. Arthur Southern of Port Maitland had the Alouette in tow. He stated that he had picked it up two (2) miles west of Port Maitland Harbour, i.e. two (2) miles out to sea, at 1530 hours A.D.T., on that day.

Mr. Stanley Ellis of Port Maitland in the afternoon of the 15th March 1943 had picked up the aircraft Blingby also about two (2) miles from the shore and about two (1) mile from the position of the Alouette.

I saw a ticket tied to the Blingby. It was taken off by Warrant Officer Schultz. On the ticket was written "A. J. 1778".

The Blingby was brought to the R.C.A.F. Station Yarrumbah, N.S. A trunk was despatched to collect the other wreckage.

I made enquiries but was unable to find any person who had witnessed the accident.

W.F.P.
16.3.43

W.F.P.
No. G. 7162, R.C.A.F.

Mr. G. L. Nichols, Flying Officer, R.C.A.F. Station, Toronto, Ontario, Canada

I am Mr. G. L. Nichols, Flying Officer, George Allen Ross Group, R.C.A.F., Intelligence Branch, R.C.A.F. Station, Toronto, Ontario, Canada.

On the afternoon of the 14th, March 1943, I interviewed Mr. Edward Nickerson at his residence in Port Maitland and obtained from him, one Sleeping Bag complete with cover, one box, one lid, marked "Wall Street Signet" and bearing the Serial Number 4514/36, and two pieces of aircraft plywood.

Mr. Nickerson stated that he had picked up these items on the Beach half a mile north of the Bomber Quadrant Shelter which is south of Port Maitland Harbour at 1900 hours A.D.T. on the 15th, March 1943.

They were all picked up within a small area.

M. G. L. Nichols

[Signature]
No. G. L. Nichols, R.C.A.F.

1-11-44
10-10-44

Witness, Sergeant Officer J. Munton, R.A.F.

I am No. 36010, Sergeant Officer John Munton employed as Engineer Officer at No. 24 S.T.U. R.A.F. Detachment, R.C.A.F. Station, Inverness, Nova Scotia.

On the 16th. March 1943, I inspected the aircraft wreckage which had been found in the sea. This wreckage consisted of an aircraft dinghy and a Starboard (Wing) Main Wheel, Undercarriage parts and Rear Bulk Head.

I identified the Main Wheel and Undercarriage portion by reference to the Tyre Number which was 64.K.6798.N. and was shown on the Aircraft Tyre Record kept by me.

The Tyre was still inflated and had two bad gashes in the outer cover.

From the condition of the salvaged parts it is evident that some very great force had caused these gashes to be torn out. The wing leg showed no sign of damage indicating that the undercarriage had been retracted at the time of the crash.

On the forward face of the Rear Fire Bulkhead, signs of flame or an explosion were found, namely a yellowed tinge on the metal.

The Dinghy was torn in several places on the bottom. The inflating bottle and the non-return valve had been torn away, rendering the Dinghy useless. On inspection it was found that the metal signalling mirror was badly bent and the handle of the knife was broken on one side. A small piece of evidence in the repair outfit was broken.

J.S. 16.1.44

John Munton
No. 36010. R.A.F.

1. Witness Flight Sergeant R. G. Nathan, R.C.A.F. Station 1-

I on the 16th day of March 1943, Flight Sergeant Maurice Claude Nathan, R.C.A.F.,
Station 1-1, Cunnery, employed as P/T Operator in the Central Tower
R.C.A.F. Station, Esquimaux, Nova Scotia.

On the afternoon of the 15th, March 1943 at approximately 1700
hours A.P.T., I saw Ventura Aircraft No. A.J.173 the take-off
clearance by R./T. At about 1800 hours, Ventura Aircraft No.
A.J.173 came over the horizon from a southerly direction and
slowly creep towards the north.

The aircraft called up on R./T. and told us that they had finished
bombing and were proceeding to the Cunnery Barge.

Nothing was heard from the aircraft on R./T. after this.

J.G.
16.3.43

M.C. Nathan
No. 1-10123

1 - A search, using Officer, G.R. Dunn, R.C.A.F., started for
1 on the 20th. The search was made in the vicinity of the following coordinates: 43°53' N. 66°22' W. 44°07' N. 66°02' W.
43°57' N. 66°30' W. 43°22' N. 65°30' W.

Details of the aircraft searching for the Ventura Aircraft No. A.J.175 are given below.

The area searched was enclosed by the points :-
43°53' N. 66°22' W. 44°07' N. 66°02' W.
43°57' N. 66°30' W. 43°22' N. 65°30' W.

On the morning of the 14th, March 1943, the area was searched by three (3) Venturas, two (2) Ilysanders, four (4) Ansons and one (1) Hudson. In the afternoon the search was continued by nine (9) Ansons, one (1) Iysander, one (1) Ventura and one (1) Canoe.

None of these aircraft reported having seen anything.

A Leister Boat also searched for seven (7) hours, on the 14th, March 1943.

After workings had been found off Port Maitland, the R.C.A.F. Search Boat searched the vicinity and was at sea for three hours on the 14th, March 1943 commencing at 2300 hours A.D.T.

J.P.H.
16 3 63

C.D. Dixon
No. J.9209, R.C.A.F.

Smith

Yarwood, Landing Aircraftman, J. Wallace, R.A.F.

States:-

I am No. 1094054, Landing Aircraftman John Wallace, R.A.F., employed as Flight Mechanic (Bag) in the Instrument Training Flight, No. 24 A.F.U. R.A.F. Detachment, R.C.A.F. Station, Yarwood, Nova Scotia.

I carried out the Daily Inspection on the appropriate groups of Ventura Aircraft No. A.I.173 and signed the Form L.14 at approximately 0430 hours A.D.T. on the 13th. March 1943. The aircraft was fully serviceable.

I have been working on this aircraft and have experienced no unusual troubles with it. I had only one aircraft on which to carry out a daily inspection on this occasion.

J.W.
16-3-43

J. Wallace *J.M.*
No. 1094054, R.A.F.

Tenth James Armstrong, First Class, R. V. Station
R.A.F. stated it

I am No. 1070017, Airman's first class, Ronald William
Sutton, R.A.F., flight mechanic (A) employed in the Advanced
Training Flight, No. 34 S. F. V. R.A.F. Detachment, R.C.A.F.
Station, Inverch, Nova Scotia.

I carried out a Daily Inspection on the aircraft groups of
Venture Aircraft No. A. J. 177 and signed the Form L. 14 on
approximately 0430 hours on the 15th. March 1943. I had
only one aircraft to inspect on this occasion.

I have been working on this aircraft for about two months
and have experienced no unusual trouble with it.

18/12/43

James Armstrong A.C.L.
No. 1070017, R.A.F.

Elmer H. WYSS, Landing Aircraftman J. E. Atkinson, R.A.F.,

Status :-

I am No. 1193829, Landing Aircraftman John Henry Atkinson, Royal Air Force, Flight Mechanic (Eng) employed in the Armament Flight, No. 34 O.I.U. Detachment, R.C.A.F. Station Yarmouth, N.S.

At approximately 1630 hours A.D.T. on the 13th. March 1943, I was one of the Fitters of the Duty Ground Crew and helped to refuel Ventura Aircraft No. A.J.173 and to carry out the between flight inspection.

I helped the pilot to start the engines and saw in the aircraft, three men wearing flying clothing and one naval airman. I did not see whether there was anyone in the rear turret.

The aircraft taxied out with these persons on board.

W.H.
1193829

W.H. Atkinson
No. 1193829. J.A.C.

Towford

OFFICER, U. S. N. W. STATION

I am, Sir, in receipt of your letter of the 15th inst. regarding the weather conditions on the 15th, March 1903 from 10.30 hours to 20.30 hours A.M. I. were as follows:-

The sky condition was overcast throughout, altocumulus at first becoming altostratus and finally stratocumulus with the ceiling lowering from unlimited to four (4) thousand.

The sky condition was overcast throughout, altocumulus at first becoming altostratus and finally stratocumulus with the ceiling lowering from unlimited to four (4) thousand.

The visibility varied from four (4) to six (6) miles in hours with light snow beginning at 20.00 hours.

The temperature varied from a high of 38 degrees Fahrenheit at 14.30 hours to a low of 32 degrees Fahrenheit at 20.30 hours A.M. The dew point ranged from 32 degrees to 30 degrees Fahrenheit.

The surface wind was from the northwest generally, being north-west at first then backing to west north-west at 17.30 hours veering to north-west again at 19.30 hours veering to north north-west at 19.30 hours. The velocity varied from eight (8) to twelve (12) miles per hour.

W. H. 16 161

W. H. 16 161
Metecological Officer,
U. S. N. W. Station

Thickwell

WENTING, Corporal E. A. Jones, R.C.A.F.

States:-

I am No. E. 62996, Corporal Richard Allan Jones, Photographer, R.C.A.F., employed in the Photographic Section R.C.A.F. Station, Yarmouth Nova Scotia.

I hereby profess photographs of Indocourraige, Dinghy and Authorization Book Sheet taken by me on the 16th. March 1943, put in evidence and marked exhibits "A", "B" & "C" respectively.

194

Richard Jones

No. E. 62996, R.C.A.F. Cpl.

1714

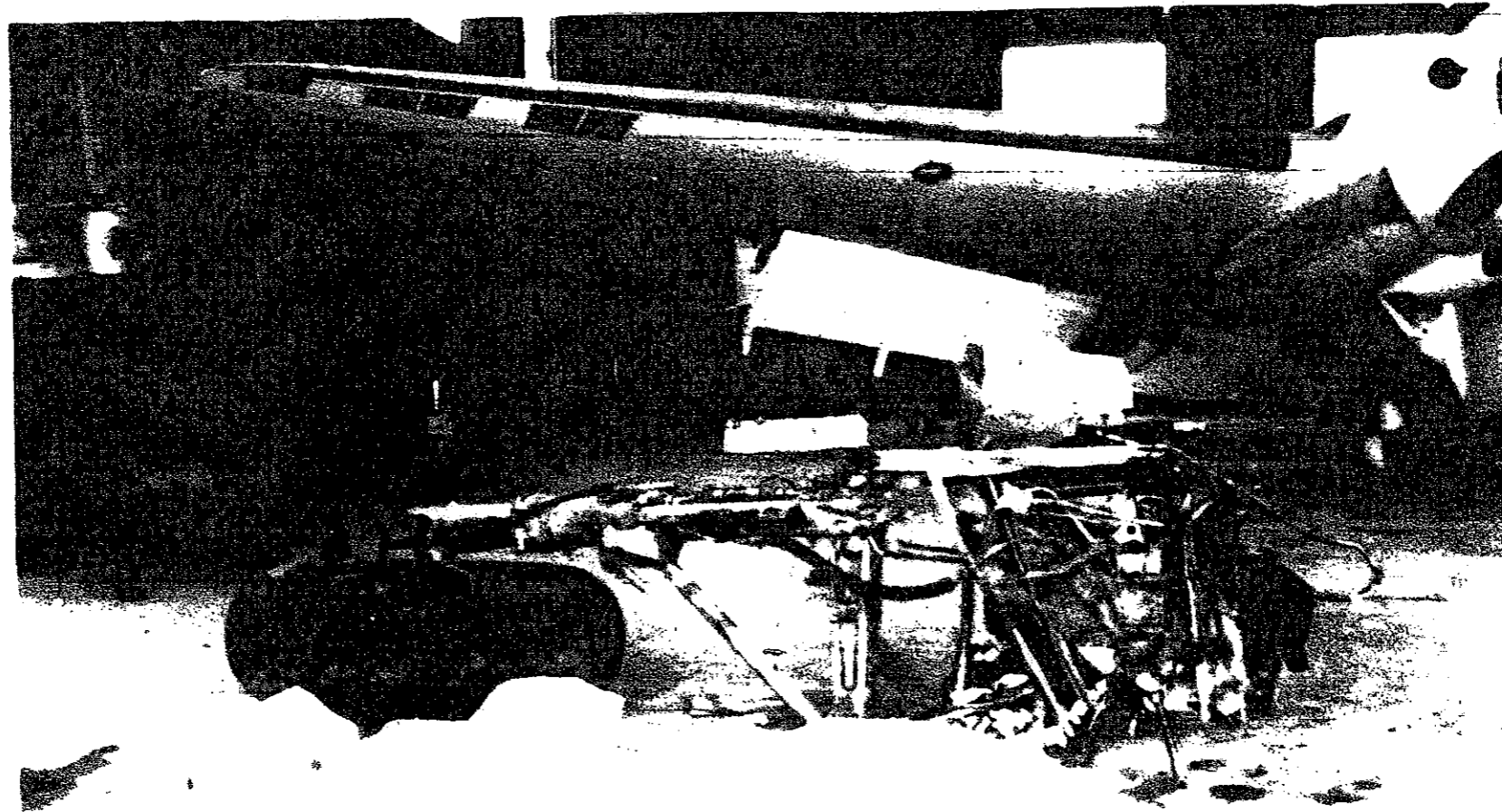


EXHIBIT B

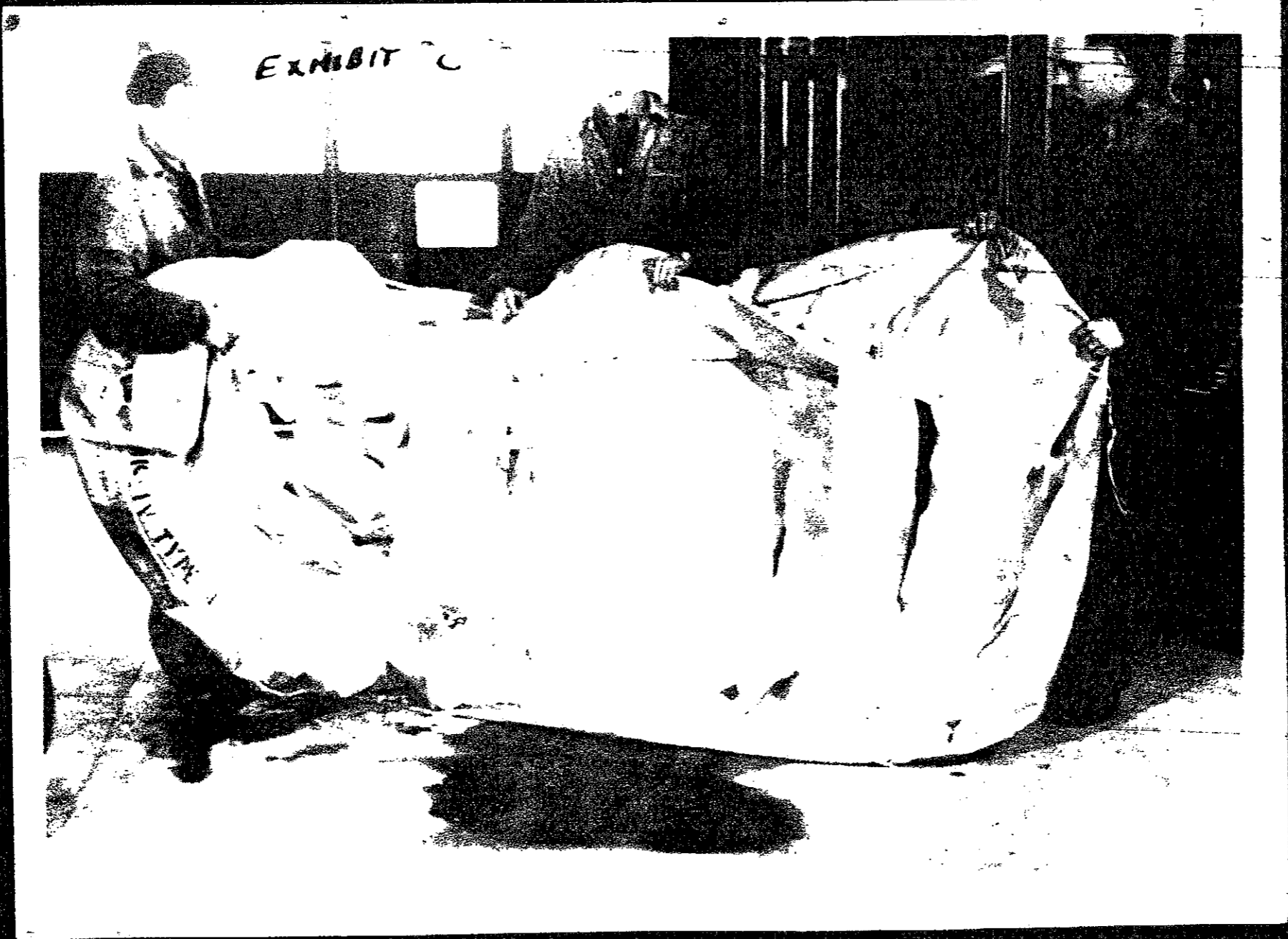
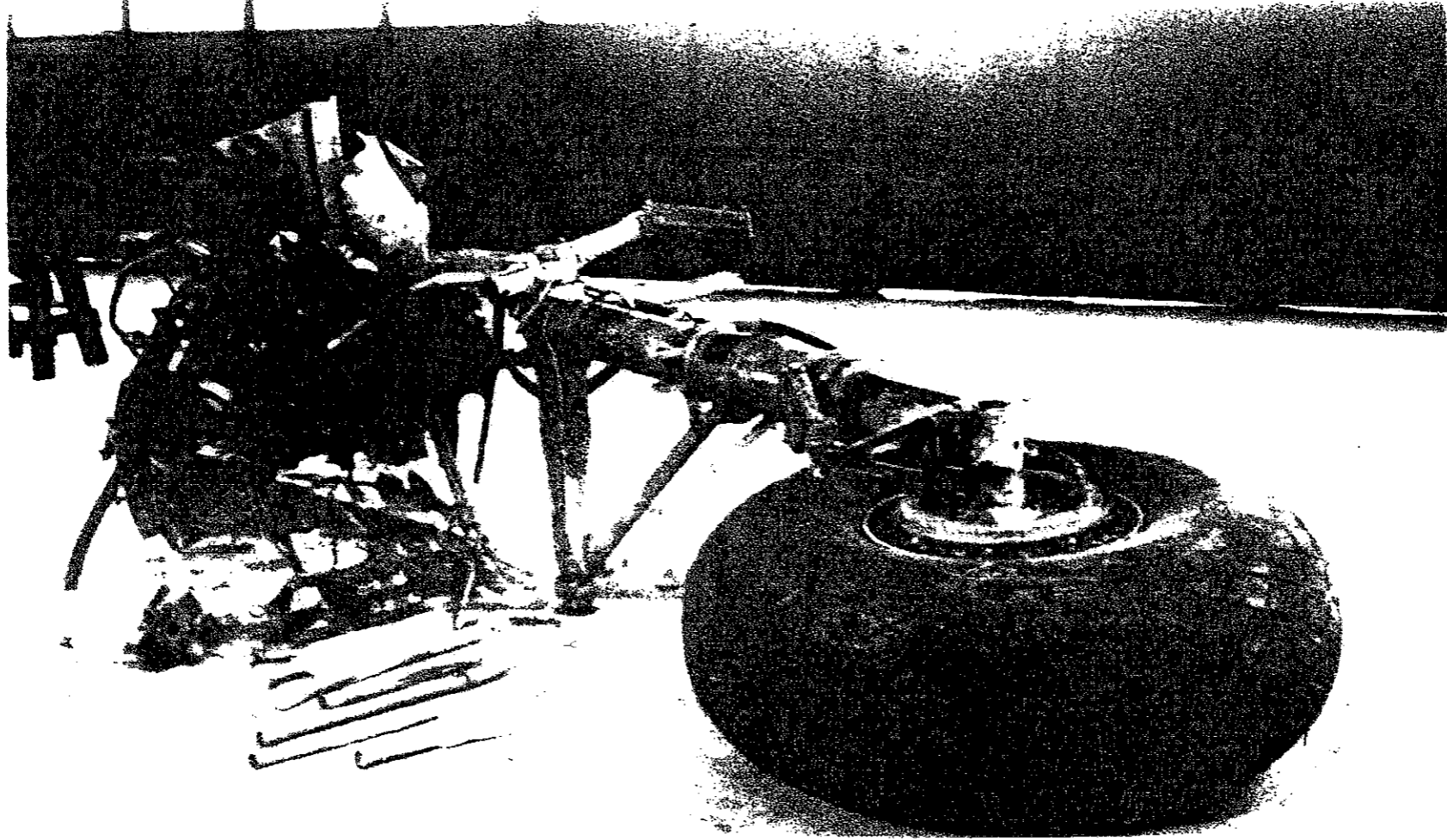


EXHIBIT "D"



FLIGHT EQUIPMENT CARRIED ON VENTURA A5 173 AT TIME OF CRASH 15th MARCH 1955.

Serial Ref.

Item/Description.

Qty.

62/29	Protractor Douglas.	One.
62/46	Straightedges.	One.
62/137	Computer Height & Airspeed	One.
62/150	Watches Navigation Serial 12145	One.
62/214	Computer Dalton 10185	One.
10A/210	Headbands.	Six.
10A/12571	Microphone Type 26	Six.
10A/13425	Adapters.	Six.
10A/12401	Receivers Tele. Head	Twelve.
11A/105	Adapters Right Series	Two.
15A/88	Parachutes 3QR Serial Nos 51 947 & 515450.	Two.
15A/89	Parachutes QC QR Serial Nos 512493 & 514120	Two.
15B/5	Kits Emergency Personal	One.
15D/25	" " Nation.	One.
220/9	Jackets Life Saving.	Three.
10A/1435	Indicator Footage.	One.

The above items, certified by the respective Section Commanders as having been aboard Ventura A5 173 at the time of crash, were lost.

J. B. P. P. P.
(J. B. P. P. P.), Squadron Leader, Investigating Officer.

CERTIFICATE.

Certified that I, Flight Lieutenant,
D.O. Lacey, saw Pilot Officer Gerr, Pilot Officer Lalor,
Sgt. Cannon and W/A. Faulkner enter Venrura aircraft,
A.S. 173, on the 15th. March 1943, at approximately
16.45 hours. The aircraft taxied out and took off and
during that time nobody was seen to leave the aircraft.

D. Lacey

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