

FILE NO. 1300 - AJ211 - 1

ROYAL CANADIAN AIR FORCE

SUBJECT VENTURA II AIRCRAFT R.A.F. NO. AJ211:

ACCIDENT TO ABOVE AT RICHMOND, N.B.
ON 8-2-43. SGT. H.J. BURNHAM, SG. P.L.
EDMUND & SGT. J.E. HOGAN ALL KILLED.

FOR CROSS REFERENCES SEE INSIDE COVER

REG. NO.	STAFF OFFICER	DATE	REGISTRY NO.	CLASS	STATUS	REMARKS	DIRECTED TO	DIRECTED TO
AI B		2/7/43						
DDT 71		5-2-43						
PR 9A		6-5-43						
OPSS (PS3)		17-5-43						
98		20-5-43						
AB 2		4/6/43						
0								
1								

FILE CLOSED

FOR BE KEPT BY THE HEAD OF THE AIR FORCE DIVISION FOR A PERIOD OF THREE MONTHS.

R. C. A. F. MESSAGE

TO AF HQ RTT A C NO 12 GRP AIR BOARD AUSTRALIA 1300-142711-1
FROM SAO TV
A 403 FEB 87
REFERENCE AND DATE BY

FILE MADE

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

UNIT TO WHICH AIRCRAFT BELONGS: B.34 OTV PENNFIELD RIDGE
PLACE, DATE AND TIME OF ACCIDENT: C 4 MILES FROM RICHIBUCTO NB ON BEARING 020 VENTURA II AJ211 STBD 2607/A-263776. PORT 2608
TYPE AND REGISTRATION NUMBER OF ENGINE(S) AND AIRCRAFT INVOLVED: D/A-26377
CATEGORY OF CRASH: E CAT A

FULL NAME, RANK AND NUMBER OF PILOT AND OTHER OCCUPANTS AND WHETHER KILLED, MISSING, DANGEROUSLY, SEVERELY OR SLIGHTLY INJURED, OR UNINJURED
F AUS 420135 SGT BURNHAM H J KILLED

FULL NAMES, RANKS, NUMBERS AND DUTIES OF OTHER OCCUPANTS AND WHETHER KILLED, MISSING, DANGEROUSLY, SEVERELY OR SLIGHTLY INJURED, OR UNINJURED
G AUS 413841 SGT EDWARD P L NAVIGATOR KILLED
NZ 416424 SGT HOGAN J E WAS KILLED

FULL NAME, RANK, NUMBER AND DUTY OF H NA

NAME, RELATIONSHIP AND ADDRESS OF NEXT OF KIN OF PERSONNEL KILLED, MISSING, DANGEROUSLY OR SEVERELY INJURED
J FATHER MR A J BURNHAM ZEALANDIA 111 YARBING ROAD WORTHING SUSSEX ENG. WIFE MRS P L EDWARD JUNIOR 28 VICTORIA ST ADAMSTOWN NEW CASTLE NEW SOUTH WALES MOTHER MRS. J R HOGAN RUATORIA EAST COAST NEW ZEALAND

DATE AND TIME OF ACCIDENT: FEB 9 A.M.
NUMBER NEXT OF KIN HAVE BEEN ADVISED: K.
NATURE OF DUTY OR WORK ENGAGED IN AT TIME OF ACCIDENT: PRE DAWN CROSS COUNTRY FLIGHT
NATURE AND BRIEF DESCRIPTION OF ACCIDENT: M. AIRCRAFT CRASHED AND EXPLODED

CAUSE OF ACCIDENT IF APPARENT OR OBSCURE STATE REASON OF ACCIDENT IF OBSCURE
N 59. OBSCURE INVESTIGATING OFFICER REQUESTED CONFIRMATION OF INFORMATION OF NEXT OF KIN

PASSED TO R04 VIA T I REQUESTED
TT 2255-8 EXT/0311-9 IMPORTANT

ACTION COPY TO BE FORWARDED TO THE AIR BOARD AUSTRALIA
936


74
MEMORANDUM

~~1300-AJ211-1~~
1300-AJ211-1 (AIB) ✓
5th May. 1943.

C.A.S.

Accident to Hudson BW768 from No. 36
OTU, Greenwood, and Ventura AJ211
from No. 14 OTU Pennfield, on 5 Feb/43.

1. I regret that both these accidents remain obscure. In the case of the Hudson, the aircraft was being flown by an experienced Flight Commander and the condition of the wreckage proves that he had recovered from the dive before striking the ground but not soon enough to avoid a crash. There is no evidence as to the cause of the dive.
2. The Ventura was flown by an advanced pupil who had apparently received proper instruction and was of average ability. It is possible that he lost control in a heavy snow flurry but there is no real evidence. The cause of the accident, is, therefore, obscure.


(P.S. Wilkins) G.C.
C.I. Accidents.

GA Feb 43 PA

SUMMARY OF ACCIDENT INVESTIGATION - HQ. #12

Date and Time	Aircraft	Unit	Occupants	Injuries	Places of Accident
Feb/43 0715 hrs.	Ventura II AJ211	734 O.S.V.O. Pennfield.	Sgt. Burnham, M.J. (Pilot) Sgt. Edmond, P.L. " (Observer) Sgt. Hogan, J.E. (W.A.G.)	Fatal Fatal Fatal	Near Rich- busto, N.B.

Object of Flight

Cross country exercise for training border crew

Weather

Dark night, overcast, ceiling about 2,000 feet at take off; about 2,500 feet at the time of crash, snow showers in region of base

Pilot

Sgt. Burnham's flying time as follows:-

	Night Flying		Total Instr	Total Link
	Dual	Solo		
Total				
DB82	3:00		6:05	10:00
Anson I	7:15	4:50	16:00	10:00
Anson II	1:20	2:50	4:50	19:00
Ventura	7:35	5:45	1:30	14:10

His instructor in the Conversion Flight states of this pilot "I took on Sgt. Burnham as a pupil pilot on his arrival on the station. I found him an average pupil, very keen and perhaps a little over-confident."

Description of Flight

Sgt. Burnham as pilot, Sgt. Edmond as observer-navigator, Sgt. Hogan as W.A.G. were detailed to fly Ventura AJ211 on a cross country exercise. Four other crews were authorized for the same flight. All crews were detailed to carry out a pre-dawn cross country exercise Base to Bridgewater - Westpoint (W.S.I.) - Blisville - Tuskett - Base. The crews were told that the cloud base would be about 2,000 feet to 2,500 feet. They were instructed to attempt the exercise at a height of 2,000 feet, and if they were forced below that altitude by cloud, or ran into heavy snow showers they were to abandon the exercise and return to base. Sgt. Burnham and his crew took off at about 0555 hours. They were due to complete the cross country and bomb at Tuskett between 0830 and 0840 hours.

A wireless check was made with ground operator before take off; the aircraft reception and transmission by 3/4 were normal and the pilot's A/F check was satisfactory. All crew had been instructed to transmit W.S.I. to base every half hour or at turning point of a position report of aircraft AJ211 the ground operator received part of a position report of aircraft AJ211 the rest of the report being broken by transmission from other aircraft. No further communication was received from the aircraft although, according to the statement of the ground operator, he tried to contact the aircraft at regular intervals.

Of the five aircraft on the same detail that morning three aircraft completed the exercise successfully, the fourth returned having accumulated cloud at 1700 feet. Aircraft AJ211 failed to return to base.

At about 1745 that morning the W.A.G. at Blisville received word to the effect that a fisherman had seen a plane crash about 1/2 mile from the town of Blisville. The aircraft was found completely broken up, the wreckage was widely scattered by the explosion which appear to have followed the contact with the ground, causing a large crater. The location of the crash was nearly on the course Westpoint to Blisville.

Ottawa, Canada. 24th June, 1945.

REGISTERED

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

P.O. H.L. Jungo (AUS411713)
AUS42207 Sgt. Self, R.A.
AUS420155 Sgt. Buchanan, R.A.
AUS412041 Sgt. Mount, R.A.

1. Attached hereto please find copies of
Courts of Inquiry for the above named personnel.

H
(P.A. McGeough)
King's Counsel
R.C.M.C. Canada Officer.

Encl. 2

Ottawa, Canada. 17th June, 1943.

REGISTERED

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

P.O. R.R. Brunton (NZ415237)
NZ416424 Sgt. Horns, J.P.

1. Attached hereto please copies of Courts
of Inquiry in the case of the above named personnel.

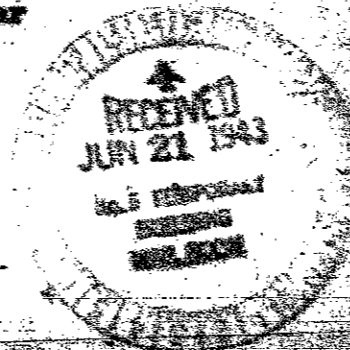
J
[T.L. McNeill]

1943
The Commander

R.C.A.F. Records Officer

Encl. NH

JAHN F.L.



Ottawa, Canada, 7th May, 1949

Air Officer Commanding,
Western Air Command, RCAF,
Halifax, N.S.

Investigating Officer's Report -
Accident to Ventura AJ211 from No. 34
O.T.U., Funnfield, on 24th Feb/49

1. Enclosed herewith Investigating Officer's Report,
in duplicate, duly approved.

[Signature]
(J.S. Hillier) C.O.
for C.A.C.

[Handwritten mark]

[Handwritten mark]

MEMORANDUM

1300-10211-1 (AIB)
5th May, 1943.

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

Investigating Officer's Report -
Accident to Ventura AJ211 from No. 34
O.T.U., Pennfield, on 8th Feb. /43.

1. There is just a suggestion that the weather may have been worse than actually reported when only three aircraft out of five succeeded in the operation. There is no evidence as to the cause of the accident but it may be that the pilot lost control in a snow flurry. His training seems to have been quite well done and he appears to have been a reasonably capable pilot.

F.S. Wilkins

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

W.F. 4/5
A.P.
OBT
5/5/43

SUMMARY OF ACCIDENT INVESTIGATION - NO. 572

Date and Time	Aircraft	Unit	Occupants	Injuries	Place of Accident
7 Feb/43 0715 hrs.	Ventura II AJ211	43d C.S.U., Pennfield.	Sgt. Burnham, W.A.G. (Pilot) Sgt. Edmund, P.O. (Observer) Sgt. Hogan, J.E. (W.A.G.)	Fatal Fatal Fatal	Near Richi- busto, N.S.

Object of Flight

Cross country exercise for training bomber crew.

Weather

Dark night, overcast, ceiling about 2,000 feet at take off; about 2,500 feet at the time of crash, snow showers in region of crash.

Pilot

Sgt. Burnham's flying time as follows:-

	Night Flying		Total Instr		Total LARK
	Dual	Solo	Dual	Solo	
UH32	3:00	6:150	6:05	10:00	10:00
Anson I	7:15	36:55	16:00	2:30	19:00
Anson II	1:20	54:00	4:50	2:35	14:10
Ventura	1:50	71:35	1:30	3:35	

His instructor in the Conversion Flight states of this pilot "I took on Sgt. Burnham as a pupil pilot on his arrival on the station. I found him an average pupil, very keen and perhaps a little over-confident."

Description of Flight

Sgt. Burnham as pilot, Sgt. Edmund as observer-navigator, Sgt. Hogan as W.A.G., were detailed to fly Ventura AJ211 on a cross country exercise. Four other crews were authorized for the same flight. All crews were detailed to carry out a pre-dawn cross country exercise Base to Bridgewater - Westpoint (P.M.I.) - Blissville - Tacket - Base. The crews were told that the cloud base would be about 2,000 feet to 2,500 feet. They were instructed to attempt the exercise at a height of 2,000 feet, and if they were forced below that altitude by cloud, or ran into heavy snow showers they were to abandon the exercise and return to base. Sgt. Burnham and his crew took off at about 0555 hours. They were due to complete the cross country and land at Tacket between 0830 and 0840 hours.

A wireless check was made with ground operator before take off; the aircraft reception and transmission by R/T were normal and the pilot's R/T check was satisfactory. All crew had been instructed to transmit W.T.S.'s to base every half hour or at turning point which ever was the nearer. At 0627 hours the ground operator received part of a position report of aircraft AJ211 the rest of the report being broken by transmission from other aircraft. No further communication was received from the aircraft although, according to the statement of the ground operator, he tried to contact the aircraft at regular intervals.

Of the five aircraft on the same detail that morning three aircraft completed the exercise successfully, the fourth returned having encountered cloud at 1700 feet; Aircraft AJ211 failed to return to base.

At about 1045 that morning the R.C.M.P. at Richibucto received word to the effect that a fisherman had seen a plane crash about 7 miles from the town of Richibucto. The aircraft was found completely broken up, the wreckage was widely scattered by the explosions which appear to have followed the contact with the ground, causing a large crater. The location of the crash was nearly on the course Westpoint to Blissville.

*A.I.B. Gold
11-11-43
11-11-43
11-11-43
11-11-43*

OK Feb 17 1945 PA

SUMMARY OF ACCIDENT INVESTIGATION No. 372

Date and Time	Aircraft	Unit	Occupants	Injuries	Place of Accident
2 Feb/45 0715 hrs.	Ventura II A7211	#34 O.S.U., Pennfield.	Sgt. Burnham, H.O., (Pilot) Sgt. Miron, P.L., (Observer) Sgt. Hogan, J.E., (N.A.G.)	Fatal Fatal Fatal	Near Richi- masto, N.B.

Object of Flight

Cross country exercise for training barber crew.

Weather

Dark night, overcast, ceiling about 1,000 feet at take off; about 2,500 feet at the time of crash, some showers in region of crash.

Pilot

Sgt. Burnham's flying time as follows:

	Total		Night Flying		Total Instr.		Total Link
	Dual	Solo	Dual	Solo	Dual	Solo	
WH82	65:50	3:00	6:05		10:00		10:00
Anson I	96:55	7:15	16:00	2:30	10:00		10:00
Anson II	54:00	1:20	4:50	2:35	19:00		19:00
Ventura	71:35	1:50	1:30	3:55	14:10		14:10

His instructor in the Conversion Flight states of this pilot "I took on Sgt. Burnham as a pupil pilot on his arrival on the station. I found him an average pupil, very keen and perhaps a little over-confident."

Description of Flight

Sgt. Burnham as pilot, Sgt. Admond as observer-navigator, Sgt. Hogan as N.A.G., were detailed to fly Ventura II on a cross-country exercise. Four other crews were authorized for the same flight. All crews were detailed to carry out a pre-dawn cross-country exercise base to Bridgewater - Westpoint (P.N.J.) - Elizaville - Fushet - base. The crews were told that the cloud base would be about 2,000 feet to 2,500 feet, and if they were instructed to attempt the exercise at a height of 2,000 feet, and if they were forced below that altitude by cloud, or ran into heavy snow showers they were to abandon the exercise and return to base. Sgt. Burnham and his crew took off at about 0555 hours. They were due to complete the cross-country and base at Fushet between 0830 and 0840 hours. A wireless check was made with ground operator before take off; the aircraft reception and transmission by V/T were normal and the pilot's R/T check was satisfactory. All crew had been instructed to transmit W.P.N.'s to base every half hour or at turning point which ever was the nearer. At 0657 hours the ground operator received part of a position report of aircraft A7211 the rest of the report being broken by transmission from other aircraft. No further communication was received from the aircraft although, according to the statement of the ground operator, he tried to contact the aircraft at regular intervals.

Of the five aircraft on the same detail that morning three aircraft completed the exercise successfully, the fourth returned having encountered cloud at 1700 feet. Aircraft A7211 failed to return to base. At about 1045 that morning the R.F.M.P. at Richibucto received word to the effect that a fisherman had seen a plane crash about 3 miles from the town of Richibucto. The aircraft was found completely broken up, the wreckage was widely scattered by the explosion which appear to have followed the contact with the ground, causing a large crater. The location of the crash was nearly on the course Westpoint to Milverille.

Description of Flight (Cont'd)

The No. of the unit who was not advised until about eight hours later stated:

"Judging by the condition of the bodies and extent of the injuries I consider that the aircraft must have crashed at high speed and/or an explosion occurred on impact. In both cases death must have been instantaneous."

The only eye witnesses were two fishermen of Richibucto, one of whom gave evidence to the fact that at about 0700 hours he heard a plane flying a north westerly course over his shanty, the noise died away but later he heard it again and looked out and saw an aircraft flying towards the mast. He considered the wings were tilted as he could see all three lights on the aircraft which was flying fast with engines roaring. He stated he saw flames coming from the engine. (The Investigating Officer stated that this was the usual exhaust flames which are easily visible in the darkness). Aircraft dived and went straight into the ground about a mile and a half away from his shanty. Although the night was dark and snowing a little, the weather was clear and the town lights could be seen, 3 miles away. The senior Engineering Officer at the unit who asked with regard to the possibility of icing being a contributing factor to the accident, stated in part as follows:

"I am of the opinion that the existing carburettor heat system on the Ventura is inadequate to cope with all icing conditions such as may be encountered in this region. This unit has asked that an effective winterisation be fitted to the Ventura, and, to quote C.A.P. 222, p. 75, para. 8, "The object must be to keep the mixture temperature above freezing." Eastern Air Command have advised that a winterisation which will raise the air temperature is not required and that an alcohol spray has been ordered. This latter method has been tried on aircraft in the U.K. over the last ten years and to the best of my knowledge has proved unsatisfactory."

The Investigating Officer who visited the scene was of the opinion that the condition of the aircraft did not permit of any definite conclusions as to the cause of the crash.

Findings of Investigation

Circumstances

Aircraft flew into ground north of Richibucto River, killing all three occupants. Time about 0715 hours.

Cause:

Aircraft struck ground, probably at high speed, and exploded. Why it did so, I do not consider the evidence is sufficient to ascertain.

Recommendations:

Nil.

Remarks by O.C.

Owing to the nature of the crash, it has been found impossible to ascertain the reason for the crash. However, concur in the remarks by the Investigating Officer.

Observations by A.C.O.

The A.C.O., No. 12 Group, R.A.C., concurred in the findings.

Conclusions of Accidents Investigation Branch

Agree with the findings.

Concur.

1200-011-1
1943

(Signature)
A.C.O. (Rappell) F.L.
(Signature)
A.C.O. (Rappell) F.L.

Investigation of Flight (Cont'd)

The L.O. of the unit was not advised until about eight hours later

regarding the condition of the bodies and extent of the injuries. I consider that the aircraft must have crashed at high speed and/or an application occurred on impact; in both cases death must have been instant.

The only eye witnesses were two fishermen of Richibucto, one of whom gave evidence to the fact that at about 0700 hours he heard a plane flying a south westerly course over his wharf, the noise dimming but later he heard it again and looked out and saw an aircraft flying towards the east. He considered the wings were tilted as he could see all three lights on the aircraft which was flying fast with engines roaring. He stated he saw flames coming from the engine. (The Investigating Officer could not see the usual exhaust flames which are usually visible in the darkness). Aircraft dived and went straight into the ground about a mile and a half away from his wharf. Although the night was dark and snowing a little, the weather was clear and the town lights could be seen, 3 miles away. The Senior Engineering Officer of the unit when asked with regard to the possibility of icing being a contributing factor to the accident, stated in part as follows:-

"I am of the opinion that the existing carburettor heat system on the Ventura is inadequate to cope with all icing conditions such as may be encountered in this region. This unit has asked that an effective winterisation be fitted to the Ventura, and, to quote G.A.F.222, para. 8, "The action must be to keep the mixture temperature above freezing." Eastern Air Command have advised that a winterisation which will raise the air temperature is not required and that an alcohol spray has been ordered. This latter method has been tried on aircraft in the U.K. over the last ten years and to the best of my knowledge has proved unsatisfactory. The Investigating Officer visited the scene and is of the opinion that the condition of the aircraft did not permit of any definite conclusions as to the cause of the crash."

Findings of Investigation

Circumstances
Aircraft flew into ground north of Richibucto River, killing all three occupants. Time about 0715 hours.

Cause:
Aircraft struck ground, probably at high speed, and exploded. Why it did so, I do not consider the evidence is sufficient to ascertain.

Recommendations:

Remarks by:
Owing to the nature of the crash, it has been found impossible to ascertain the reason for the crash. Necessary enquiry conducted by the Investigating Officer.

Observations by A.C.C.:

The A.C.C., No. 12 Group, A.A.C. concurred in the findings.

Conclusions of Accidents Investigation Branch

Agree with the findings.

Concur
1300-13011-1
13th Nov. 1943
A.C.C. (1300-13011) F.L.
A.C.C. (1300-13011) F.L.
A.C.C. (1300-13011) F.L.