

5002-257

Confidential

Confidential

FILE NO.

5002 - 2 57

VOLUME No. 1

DEPARTMENT OF TRANSPORT

FROM NOV. 13, 1950
TO Feb. 28, 1951

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION
SUB-SUBJECT ACCIDENTS - *General*
FILE TITLE ACCIDENT TO DOUGLAS C-54 CF-EDN, NOV. 13, 1950 NEAR
GRENOBLE, FRANCE. PILOT G.A. OLMSTEAD, CREW OF 7 & 51 PASSENGERS KILLED

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FOR- WARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
MAR 21 1951	RE PAGE 17, ATTN. L.M.	RECORDS		<i>GR</i>	
FEB 28 1951	MEMO 15-1-51	D.A.S.		<i>GR</i>	MAR 14 1951
FEB 22 1951	39586	C.A.R.		<i>CF</i>	FEB 28 1951
MAR 16 1951	MAR 16 1951	C.A.R.		<i>CF</i>	MAR 17 1951
FEB 22 1951	SUBMISSION TO TREAS. BOARD	C.A.R.		<i>CF</i>	MAR 14 1951
MAR 5-1951	43510	C.C.A.		<i>CF</i>	FEB 28 1951
FEB 22 1951	---	C.A.R.	5-3-51	<i>CF</i>	MAR 19 1951
MAR 17 1951	---	TREAS. A.		<i>CF</i>	MAR 21 1951
MAR 19 1951	---	A.S.A.		<i>CF</i>	MAR 21 1951
---	---	MR. ALLEN		<i>CF</i>	MAR 17 1951
MAR 16 1951	<i>CF Mar 5/51</i>	<i>CAR</i>		<i>CF</i>	MAR 3-1951
MAR 3-1951	<i>By Mr Cook</i>	<i>Est.</i>		<i>CF</i>	MAR 16 1951
MAR 3-1951	MAR 12 1951 44887	<i>LAAL</i>		<i>CF</i>	MAR 12 1951
MAR 5-1951		<i>CCA</i>		<i>CF</i>	MAR 12 1951
		<i>CAK</i>		<i>CF</i>	MAR 14 1951
	<i>note re Memphis</i>	<i>CAR</i>		<i>CF</i>	MAR 16 1951
MAR 14 1951	<i>on vol 2. 46525</i>	<i>LAAL</i>		<i>CF</i>	MAR 16 1951
		<i>CCA</i>		<i>CF</i>	MAR 16 1951
MAR 16 1951		<i>CAK</i>		<i>CF</i>	MAR 16 1951

CORRESPONDENCE TRANSFER AND CROSS-INDEX

[illegible]

TO FILE USERS —

OFFICE SERVICES is established to serve you and satisfactory service is largely dependent upon your prompt return of this file. This file is charged to your Division or Section and you are responsible for its return, unless you notify Office Services to transfer the charge to another section, otherwise the file remains charged to you until it is returned.

Instructions for use of file cover —

- Column 1—Office Services enters the date on which the file is routed to the user
- 2—Shows the reason for the routing.
- 3—Shows where it is routed and enables the user to indicate additional routing.
- 4—Provides for the user to Bring Forward the file at a later date, if necessary
- 5—Provides space for the user to initial the entry when action is completed
- 6—Office Services enters the date on which the file is returned from the user

OFFICE SERVICES

THIS VOLUME IS CLOSED

PLEASE DO NOT ADD CORRESPONDENCE
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FILE COVER.

IF CORRESPONDENCE IS REQUIRED TO BE
ADDED TO A DORMANT FILE IT SHOULD
BE FORWARDED TO OFFICE SERVICES
WHO WILL MAKE THE NECESSARY
RECORDING ENTRIES.

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CTT/CD

Ottawa, Ontario, February 28th, 1951.

5002-257(CAR*)

District Controller of Air Services,
Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, P.Q.

Attention: Inspector J.P. Fournier

1. I enclose a copy of a memorandum from
The Chairman of the Air Transport Board on the
arrangements for the French Board of Enquiry.
2. I also enclose a copy of the submission
to be made by the Civil Aviation Division. This is
now being translated and it is hoped to put the french
text in your hands for transmission to Mr. Lacroix
early next week.



(C.T. Travers),
Superintendent, Air Regulations.

Encl.

g.

200

CFT/CD

Ottawa, Ontario, February 27th, 1951.

Accident - CF-EDH

5002-257(CAR)

REGISTERED

District Controller of Air Services,
Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, P.Q.

Attention: Inspector J.P. Fournier

1. The following documents are enclosed:-

- (1) Copy of letter dated February 14th to the Honourable Lionel Chevrier from Mgr. Ira J. Bourassa, together with a questionnaire on the subject of this accident.
- (2) Copy of the draft reply to Mgr. Bourassa, for the signature of the Minister of Transport together with the answers to Mgr. Bourassa's questionnaire.

2. The undersigned has been requested by Mr. Gilbert W. Nadeau, Acting Secretary of the Air Transport Board, to request you to forward these answers direct to Mgr. Bourassa. It will be noted in this connection that there is an error in the answer to question 13, it being my understanding that the maximum number of persons that might be carried in this aircraft was 81 but that 63 passengers (65 if bench seats used) was the maximum number of passengers that might be carried.



(C.T. Travers),
Superintendent, Air Regulations.

Encl.

/JK

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le 22 février, 1951.

Excellence,

J'ai devant moi votre lettre du 14 février dernier relativement à l'audience publique que doit tenir au Canada prochainement la Commission française d'enquête constituée aux fins d'examiner les circonstances de l'accident de Curtiss-Reid Flying Service Limited au mois de novembre dernier. Je note l'intérêt que vous portez à cette audience et si vous désirez comparaître et rendre témoignage devant la Commission qui tiendra cette audience, je vous prierais de bien vouloir en aviser M. J.P. Fournier, Ministère des Transports, Division de l'Air, Aéroport Dorval, Montréal. D'autre part, je verrai à ce qu'on fasse tenir à M. Fournier copie de votre lettre du 14 courant.

La Commission siégera à Montréal et à Québec, mais je ne puis vous donner présentement les dates exactes de ces séances qui seront tenues à ces endroits puisque j'attends encore une indication de Paris de la date à laquelle cette Commission arrivera ici. Un avis sera donné par la voie des journaux à ce sujet aussitôt que possible.

Je réfère le questionnaire que vous avez inclus dans votre lettre aux officiers de mon Ministère. Les réponses seront communiquées à M. Fournier qui vous les transmettra directement.

Votre tout dévoué,

Mgr. Ira J. Bourassa, p.d.,
Curé de Bromptonville,
Paroisse Ste-Praxède,
Bromptonville, P.Q.

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CRT/CD

Ottawa, Ontario, February 27th, 1951.

CF-EDN - Expenses of Board of Enquiry

5002-257(CAR)

District Controller of Air Services,
Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, P.Q.

Attention: Inspector J.P. Fournier

1. You are advised that Treasury Board Minute 402028, dated February 9th, 1951, approves the allotment of the amount of \$5,000. from Vote 101 of the Estimates for 1950-1951, to provide for the expenses involved in bringing into Canada a Board of Enquiry appointed to investigate and hold Hearings in respect of the crash of a Curtiss-Reid Flying Service's aircraft in the French Alps in November 1950, subject to the submission of an Item for consideration with the further supplementary estimates for 1950-1951.



(C.T. Travers),
Superintendent, Air Regulations.

5002-257

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CYT/CB

Ottawa, Ontario, February 26th, 1951.

Mr. Gerard Lacroix, K.C.,
42 Ste. Anne Street,
Quebec, P.Q.

Dear Mr. Lacroix:

I have pleasure in enclosing a copy of
Mr. Baldwin's memorandum covering our meeting of
last Thursday morning. A copy has been sent to Mr.
Fournier.

Yours truly,



(C.T. Traversa),
Superintendent, Air Regulations.

Encl.

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CSP/3

Ottawa, Ontario, February 26th, 1951.

5002-257(CAR)

District Controller of Air Services,
Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, P.Q.

Attention: Mr. J.P. Fournier

1. Herewith is a copy of Mr. Baldwin's memorandum covering a meeting on Thursday morning. In accordance with Mr. Baldwin's request a copy has also been sent to Mr. Lacroix.



(C.T. Travers),
Superintendent, Air Regulations.

Encl.



DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

PA

2
2-50

OTTAWA, Ontario, February 22, 1951.

PLACE

DATE

YOUR FILE

SUBJECT

OUR FILE

Curtiss-Reid DC-4, CF-EDN - Accident Investigation

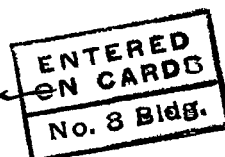
5002-257 PERSA

44420

MEMORANDUM TO:: C.A.R.

1. This will refer to paragraph 5 of the attached letter dated February 10, 1951, signed by Mr. J.P. Fournier for District Controller of Air Services, Montreal.
2. The possibility of obtaining a bilingual stenographer from the district office for this investigation has been discussed with the Personnel Officer at Montreal who is of the opinion that it will be possible to make arrangements locally as there is at least one stenographer on the district staff who is quite capable of taking notes covering a complete record of all testimonies in the investigation.
3. The Personnel Officer has advised, therefore, that arrangements will be made locally to this end.

W.A. MacPherson
W.A. MacPherson
Personnel "A"



3. Minn. to C.C.A.

The Chairman, Air Transport Board has suggested the possibility of obtaining from Mr. Featherstone a suitable Court Reporter or the equivalent to record the proceedings of this investigation. May this be brought to his attention in case such arrangements are not possible

24/2/51

C. Travers
C. Travers (C.A.R.)

000012

P.S.
we spoke. Understand
other arrangements being
made to handle this situation.
Discussed with
C.A.R. Mr. Baldwin.
no further action.
D

C.T. Travers,

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Attached for your attention, pls

G.W.H.

22 Feb 51

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193

2-013-5

The Acting Secretary.

February 21, 1951.

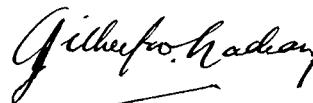
Mr. Lucien Lamoureux,
Executive Assistant to the
Minister of Transport,
Hunter Building,
Ottawa, Canada.

Dear Mr. Lamoureux:-

As directed by the Chairman, I am returning herewith the letter which Mgr. Bourassa wrote to the Minister on February 14th, together with a questionnaire, with regard to the French Board of Inquiry which is coming over to Canada shortly to hear and receive additional evidence on the Curtiss-Roid crash on Mont Obiou last fall. Also enclosed is a draft reply for the Minister's signature, which the Chairman has approved.

I am arranging with Mr. Travers of the Air Services Branch to have the answers to Mgr. Bourassa's questionnaire translated and to have him request Mr. Fournier to forward same direct to Mgr. Bourassa. For your information and record, I am enclosing herewith a copy of these answers which have also been approved by the Chairman.

Yours very truly,



Gilbert W. Hadeau,
Acting Secretary.

Encls.
G.W.H.

PROJET

le 21 février 1951.

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Monsieur,

J'ai devant moi votre lettre du 14 février dernier relativement à l'audience publique que doit tenir au Canada prochainement la Commission française d'enquête constituée aux fins d'examiner les circonstances de l'accident de Curtiss-Roid Flying Service Limited au mois de novembre dernier. Je note l'intérêt que vous portez à cette audience et si vous désirez comparaître et rendre témoignage devant la Commission qui tiendra cette audience, je vous prierais de bien vouloir en aviser M. J.P. Fournier, Ministère des Transports, Division de l'air, Aéroport Dorval, Montréal. D'autre part, je verrai à ce qu'on fasse tenir à M. Fournier copie de votre lettre du 14 courant.

La Commission siégera à Montréal et à Québec, mais je ne puis vous donner présentement les dates exactes de ces séances qui seront tenues à ces endroits puisque j'attends encore une indication de Paris de la date à laquelle cette Commission arrivera ici. Un avis sera donné par la voie des journaux à ce sujet aussitôt que possible.

Je réfère le questionnaire que vous avez inclus dans votre lettre aux officiers de mon Ministère. Les réponses seront communiquées à M. Fournier qui vous les transmettra directement.

Ministre des Transports.

Monsieur Ira J. Bourassa, p.d.,
Curé de Bromptonville,
Paroisse Sto-Praxède,
Bromptonville (P.Q.).

000015

CF-RDR

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Douglas C54B-DG Serial No. 10518

1. Date of construction - 1942, (from information available).
2. Manufacturer - Douglas Aircraft Company Inc.,
Santa Monica, California, U.S.A.
3. Firm constructed for - U.S. Army Air Force (from information available).
4. Purpose prior to 1950 - Military Transport, (from information available).
(Owned by Modern Air Transport and leased to
Federated Airlines Inc.).
5. This relates to private company organization and, is therefore,
beyond the jurisdiction of the Department of Transport.
6. As 5 above.
7. Owned and Registered, under the Air Regulations, in the name of:
Curtiss Roid Flying Service Limited,
Cartierville Airport, Montreal, P.Q.
(Based at): Cartierville and Dorval, P.Q.
8. Lease - Purchase Agreement - May 29th, 1950,
between Federated Airlines Inc.,
319 West 48th Street,
New York 19, N.Y., U.S.A.

and Curtiss Roid Flying Service Limited,
Cartierville Airport, Montreal, P.Q.
9. Curtiss-Roid Flying Service Limited.
10. April 23rd, 1950.
11. Aircraft brought into Canada on Certificate of Airworthiness for Export
E-20260 and after inspection was put into service with no change or
modifications.
12. Before commencing operation, the company had to satisfy the Air Transport
Board, which it did, that it was maintaining liability insurance in
accordance with the Board's security requirements which are:- Passenger
liability, \$20,000 per seat; Public liability, \$20,000 one person -
\$40,000 total per aircraft per accident; Property damage, \$5,000 per
aircraft per accident.
13. Maximum number of persons authorized - 73.
Seats being provided for 63 passengers.

- 2 -

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14. Gross Weight - 70,700 pounds.
15. An average of 4 charter flights per month at no fixed interval.
16. The first flight took place on April 23rd with an average of 4 charter flights per month thereafter until the accident at Mount Obiou.
17. Unless otherwise authorised, the company could not undertake more than 4 charter flights per month. The flight of November 13th was within that quota.
18. This relates to private company organization and is, therefore, beyond the jurisdiction of the Department of Transport.

MINUTE TO: SECRETARY TO THE MINISTER

Forwarded, as directed, for approval of
draft reply to Mr. Roger H. de Ginest.

C. T. Travers

(C. T. Travers),
Superintendent, Air Regulations.

000018

DEPARTMENT OF TRANSPORT

Document divulgué en vertu de la loi sur l'accès à l'information

4548

OFFICE SERVICES BRANCH

REFERENCE SLIP

FILE NUMBER

5002-257

SERIAL NUMBER

42913

CHARGED TO

Transl.

DATE

14/2

DATE (1)	ROUTED TO (2)	INITIALS (3)	DATE (4)
15/2	COAR		
	Minister's Office	JL	19/2/51

INITIAL COLUMN 3 TO ENSURE EFFICIENT DISTRIBUTION SERVICE. COLUMN 4 SHOULD SHOW DATE DOCUMENT LEFT YOUR OFFICE. USE COLUMN 2 FOR ADDITIONAL REFERENCES.

THIS FORM WILL BE DESTROYED WHEN PAPERS ARE BEING FILED. THEREFORE THE ATTACHED DOCUMENT SHOULD BEAR YOUR INITIALS AS WELL AS ALL MINUTES OF A PERMANENT NATURE.

R000019

RB

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Ottawa, Ontario, February 16, 1951.

5002-30

Accident to CF-EDN.

5002-257 (CAR)

"CONFIDENTIAL"

District Controller,
Air Services,
Trans-Atlantic Building,
Montreal Airport, Dorval, P. Q.

ATTENTION: Inspector J. P. Fournier.

1. With reference to the letter dated February 11th, to the Minister of Transport from Mr. Roger H. de Ginet, and of which you will have received a copy, I am directed to advise you to obtain more details from this individual before dealing with his application to appear before the Court of Enquiry and you should insist that the gist of this information should be put in writing.



(C. T. Travers),
Superintendent, Air Regulations.

CTT/VMA

~~CAR~~

8002-257
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le 16 février 1951

Cher monsieur Ginet,

Je vous accuse réception de votre lettre du 11 février demandant la permission de comparaître devant la Commission française d'enquête au sujet de l'accident Curtiss-Reid. Je note que vous avez transmis une copie de cette lettre à M. Fournier et, par conséquent, je le prie de s'occuper de votre demande puisqu'il a été officiellement nommé pour recevoir, à cette phase de l'enquête, les soumissions de ce genre en faveur de la Commission française d'enquête.

Sincèrement à vous,

Original signed by
LIONEL CHEVRIER

Monsieur Roger-H. de Ginet
Pèlerinages et voyages de l'Amitié
1121, rue Sainte-Catherine-ouest
Montréal, P.Q.



DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

Ottawa, February 15, 1951

PLACE

DATE

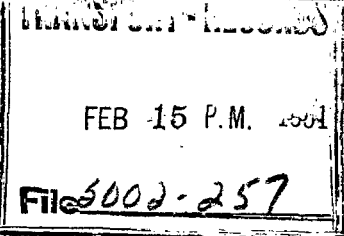
YOUR FILE

SUBJECT

OUR FILE

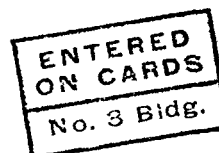
MEMORANDUM TO: Mr. C. T. Travers,
Superintendent, Air Regulations

42913



To note attached correspondence and pass on to Minister's office and to inform Fournier accordingly. I assume Fournier should get more details regarding this information before dealing with the application to appear. From my knowledge of the individual I think that Fournier should insist that he put the gist of it in writing.

J. R. Baldwin.



Deliver to: Mr. Lamoureux

Room: 184

From: 184

Room:

Remarks: For translation.

..... J.R.B.

..... Feb. 15/51

..... A.T.B. 16

000023

Translation please.

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DRAFT REPLY

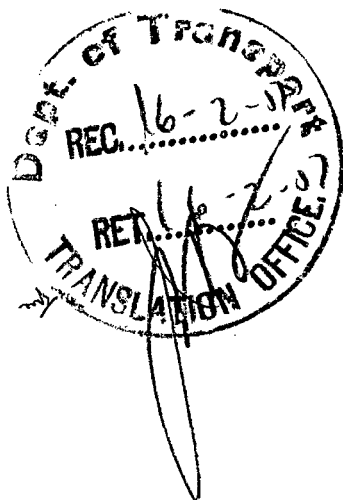
Roger H. de Ginet, Esq.,
Pelerinages et Voyages de L'Amitie,
1121 St. Catherine St. W.,
Montreal.

Dear Mr. Ginet:-

I have your letter of February 11th requesting permission to appear before the French Board of Inquiry in connection with the Curtiss-Reid accident. I note you have sent a copy of this letter to Mr. Fournier and therefore I am requesting him to deal with your application since he has been officially appointed to receive submissions of this sort on behalf of the French Board of Inquiry at this stage.

Sincerely yours,

Minister of Transport.



TRANSLATION

AH

Mr. Baldwin

PELERINAGES ET VOYAGES DE L'AMITIE

2116 St. Lawrence Blvd. (Corner Sherbrooke)

Montreal, February 11, 1951

Honourable Lionel Chevrier,
Minister of Transport,
Ottawa, Ont.

4291



Re: Obiou Accident

Sir,

With reference to your official statements published in the Canadian newspapers, I have the honour to solicit my appearance before the Board of Enquiry in connection with the Obiou accident.

That aircraft was carrying 50 pilgrims on the trip preceding the accident and as I am aware of the conditions of the contract for the last trip, there is some important information which I feel I should conscientiously reveal to the Board at the first hearing.

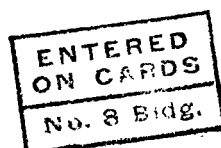
Yours very truly,

Roger H. de Ginet

N.B. Copy of this letter sent to Mr. P. Fournier.

All correspondence should be sent to our new address:

1121 Ste. Catherine St. West, Montreal.



000025

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DIRECTEUR GERANT :
R. H. de Ginest

DIRECTEUR TECHNIQUE :
L. Ph. Langlois

1950 Année Sainte 1950

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Toute correspondance doit être
envoyée à notre nouvelle adresse:

1121 Ouest, Ste-Catherine
Montréal

Pèlerinages et Voyages de l'Amitié

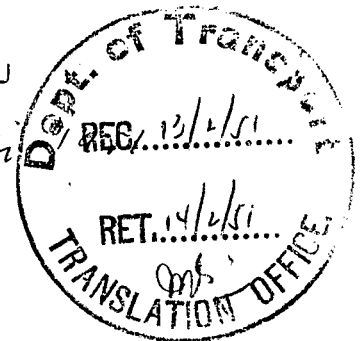
2116 Boul. St-Laurent (angle Sherbrooke)

Siège Social: suite 58-59 — Tél.: LA. 4416 — Ad. tél.: HUGIDU

Services Techniques: suite 48-49 — Tél.: PL. 9556★

Montréal, Qué.

11 février



*1. transp. 13/1/51
A. Ministe*

Honorable Lionel Chevrier,
Ministre des Transports
Maison du Gouvernement
Ottawa, Ont.

Re: Tragedie de l'Olbia

Monsieur le Ministre,

A la suite de vos communiqués
publiés dans la presse canadienne, j'ai l'honneur
de solliciter ma demande de comparution devant
la Commission d'enquête au sujet de la tragedie de
l'Olbia.

Étant 50 pèlerins à bord de cet avion
lors de son envolée précédant le désastre et
connaissant les conditions particulières du contrat
de l'accident fatal, il y a des renseignements
importants que je dois en conscience dévoiler à
la Commission en première audition.

Daignez recevoir, Monsieur le
Ministre, l'assurance de mes sentiments
respectueux. *Rogert Desjardis*

P.S. Copie de cette lettre envoyée à M. V.P. Fournier



DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

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2-50

Ottawa, Ontario, February 14, 1951.
PLACE DATE

YOUR FILE

SUBJECT

FILE 5002-257

OUR FILE

5002-257 (CAR)

① MEMORANDUM TO: RECORDS

ATTENTION: MR. MONETTE.

1. It is requested that file 5002-257, regarding the accident to Douglas C-54, CF-EDN, on November 13, 1950, near Grenoble, France, be transferred to the Confidential Register and all future correspondence relating to this accident be filed accordingly.

②
Pse. do
514/2/51
Confidential file
opened 14/2/51
Jth Records #3
CTT/VMA

(C. T. Travers),
Superintendent, Air Regulations.



DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

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2-50

DDM/ZC

Ottawa, February 13th, 1951.

PLACE

DATE

YOUR FILE

SUBJECT

Visit of French Board of Enquiry - Accident
CF-EDN - Canadian Pilgrimage.

OUR FILE

5002-257(O.A.R.)

TRANSPORT RECORDS

FEB 13 P.M. 1951

File 5002-257

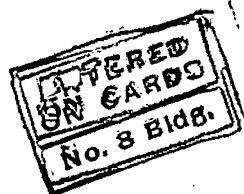
MEMORANDUM TO A.S.A.

42675

1. In view of the flood of rumors and allegations concerning negligence in Canada resulting from the subject accident, the Canadian Government through External Affairs invited the French Board of Enquiry, instituted by International Agreement, to visit Canada at Canadian expense in order to continue its hearings and thoroughly investigate all possible causes of the accident.

2. It has been estimated that a sum of \$5,000.00 (five thousand dollars) will be required to cover all possible expenditures arising from the visit of the Board. It is expected that in addition to hotel, food and travelling expenses, costs of legal and stenographic help, court house rentals and witnesses' fees will have to be met. In view of the large number of deaths in this accident, a great number of witnesses might appear and the length of visit be prolonged.

C. T. Travers
(C. T. Travers),
Superintendent, Air Regulations.



*7.5. Estimate -
item for \$5,000
setup on
March 1. 1951
Wab/Est.*

Mr. Cook
This is in connection with the \$5,000 to be required in 1950-51 (Civil Aviation)
G. V. H.S.A.

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Ottawa, Ontario, February 13, 1951.

5002-30

Accident to CP-ENI.

5002-257

"CONFIDENTIAL"

District Controller,
Air Services,
Trans-Atlantic Building,
Montreal Airport, Dorval, P. Q.

ATTENTION: Inspector J. P. Fournier.

1. With reference to our telephone conversation yesterday afternoon and this morning, you are advised that the following direction has now been given regarding arrangements for transportation and accommodation of Messrs. Bellonte and Carour of the French Court of Enquiry.
2. Since Mr. Bellonte has indicated a desire to travel by Air France to London and by Trans-Canada Air Lines across the Atlantic, it is agreed that you should request Trans-Canada Air Lines to instruct their agent in Paris to get in touch with Mr. Bellonte and make the reservations for transportation at the Canadian Government's expense.
3. The proposal of the Windsor Hotel to supply wine to the members of the French Court of Enquiry at Six Dollars, (\$6.00), per day, per head, (two meals), has not been approved and it is considered preferable that wine ordered with their meals should be included directly on their bill.
4. It is noted that you have already discussed the procedure to be followed at the investigation with Mr. Gerard Lacroix who is to act as Legal Counsel for the Department. Mr. Lacroix's reported objections to the limitation of attendance in accordance with

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- 2 -

agreement by the French authorities, contained in Telegram No. 60 dated February 8th, from the Canadian Ambassador in Paris, have been noted and it is evident that differences of viewpoint will have to be resolved by the members of the Court of Enquiry and our Legal Advisors by discussion before the opening of the investigation in Canada.



(C. T. Travers),
Superintendent, Air Regulations.

CTT/V.A

*LA
AR*

43562

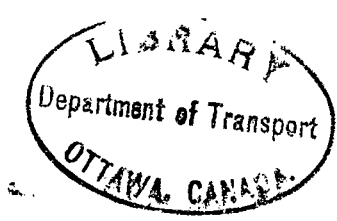
Confidential

TRANSPORT - RECORDS

FEB 21 A.M. 1951

File 5002-257

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To Complete Record of the Crash

MONTREAL, Feb. 13 — (CP) — French government Transport Department officials are expected here shortly for discussions with Canadian Department of Transport air services members at Dorval, concerning the Nov. 13 crash of a Montreal-chartered aircraft in the French Alps.

W. R. Oliver, President of Curtiss Reid Airtours, Ltd., owners of the DC-4 "Canadian Pilgrim" which crashed, said the meetings would be held to complete the record of the crash. Most of 58 aboard were from Quebec province.

175

Ottawa, Ontario, February 12, 1951.

5002-30

Accident to CP-EDN.

5002-257 (CAR)

"CONFIDENTIAL"

District Controller,
Air Services,
Trans-Atlantic Building,
Montreal Airport, Dorval, P. Q.

ATTENTION: Inspector J. P. Pournier.

1. This will acknowledge your letter of February 8, 1951, enclosing duplicate copies of two letters received from Mr. Bellontz regarding the accident to CP-EDN.

2. It is noted that you will reply to Mr. Bellontz without delay and that Mr. Bellontz and Mr. Carour will be leaving for Canada on the first of March.

CTT

(C. T. Travers),
Superintendent, Air Regulations.

CTT/VMA

174

Ottawa, Ontario, February 12, 1951.

Accident to CF-EDN.

5002-257 (CAR)

"CONFIDENTIAL"

District Controller,
Air Services,
Trans-Atlantic Building,
Montreal Airport, Dorval, P. Q.

ATTENTION: Inspector J. P. Fournier.

1. A copy of a telegram dated February 8, 1951, from the Canadian Ambassador in Paris, is enclosed.
2. With reference to the limitation of the numbers attending the public enquiry, since only witnesses, the press, and perhaps relatives are to be admitted, it will not be possible to permit attendance of representatives of such organisations as I.C.A.O., A.I.T.A., C.A.L.P.A., nor the representatives of any insurance interests.
3. It has been suggested that the agent of Curtiss-Roid might be admitted as witness only.
4. In the matter of transportation of the French Representatives, to which reference is made in paragraph two of the telegram, it is requested that you will communicate with Air France to ascertain whether they would be willing to carry the French Representatives on pass. This arrangement would be satisfactory to the Air Transport Board.
5. In the event that the Airlines are unable to issue passes to Mr. Bellonté and Mr. Carour, you may arrange with Mr. Bellonté for transportation by regular booking. It is thought that he may wish to do this himself in Paris or, if he so desires, the bookings can be made at this end.

Orig. signed by C.T.T.
(C. T. Travers),
Superintendent, Air Regulations.

Encl.

CTT/VMA

FROM: THE CANADIAN AMBASSADOR, PARIS

TO: THE SECRETARY OF STATE FOR EXTERNAL AFFAIRS, OTTAWA

CYPHER - AUTO

CONFIDENTIAL

NO. 60

PARIS, February 8, 1951.

Confidential. Your telegram No. 44 of February 5th.
Curtiss-Reid enquiry.

French authorities agree that enquiry in Canada may be public but they hope that numbers attending will be limited to witnesses, press and perhaps relatives of victims.

2. We are handicapped in these discussions since we are not aware of many of the details which are being directly discussed between Mr. Bellont and Mr. Fournier. We understand that Fournier has promised that a Canadian plane will be made available about March 1st to transport court to Canada.

3. Please let us know whether arrangements are being made directly by Department of Transport and to what extent you wish the Embassy to assist.

CANADIAN AMBASSADOR

~~RA~~

~~600~~

172
OFF
15-2-51

Centally / Civil Aviation

Justice say that it's
more a telephone conversation,
presumably from the
Minister. Mr. Saldaña
would know.
The file is not here.

JL
10-2-51

000035

JF:leh

5002-257
171

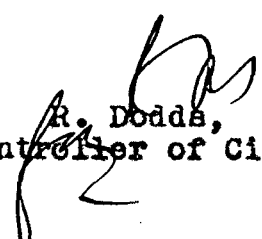
Ottawa, February 10, 1951.

Dear Sir:

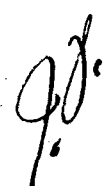
Attention: Mr. Fontaine

This will confirm our recent verbal request that Mr. Gerard Lacroix, K.C., of Quebec, be appointed as the agent of the Minister of Justice to assist the French Board of Inquiry in their work during their coming visit to Canada to investigate the circumstances surrounding the crash in the French Alps of a DC-4 aircraft of Curtis-Reid Flying Services.

Yours truly,


R. Dadds,
Controller of Civil Aviation.

F.P. Varcoe, Esq., K.C.,
Deputy Minister of Justice,
Ottawa, Ontario.



DEPARTMENT OF TRANSPORT

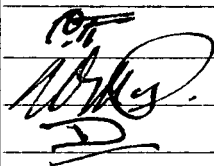
Document divulgué en vertu de la loi sur l'accès à l'information

4-48

OFFICE SERVICES BRANCH

REFERENCE SLIP

FILE NUMBER 5002-257 SERIAL NUMBER 42350
CHARGED TO C. A. R. DATE 7-2

DATE (1)	ROUTED TO (2)	INITIALS (3)	DATE (4)
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INITIAL COLUMN 3 TO ENSURE EFFICIENT DISTRIBUTION SERVICE. COLUMN 4 SHOULD SHOW DATE DOCUMENT LEFT YOUR OFFICE. USE COLUMN 2 FOR ADDITIONAL REFERENCES.

THIS FORM WILL BE DESTROYED WHEN PAPERS ARE BEING FILED. THEREFORE THE ATTACHED DOCUMENT SHOULD BEAR YOUR INITIALS AS WELL AS ALL MINUTES OF RECORD OF A PERMANENT NATURE.

000037

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

Rm. 44, Trans-Atlantic Administration Building,
Montreal Airport, Dorval, P.Q. February 10, 1951.

169²
11-48

YOUR FILE

SUBJECT

PLACE

DATE

5002-257 (CAR)

Curtiss-Reid DC-4, CF-EDN - Accident Investigation

OUR FILE

5002-30

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

42350

FEB 12 P.M. 1951

File 5002-257

Attention: Superintendent, Air Regulations

1. Reference is made to the Director of Air Services' letter of January 30, 1951.
2. Please be advised that the writer had the opportunity of meeting Mr. G. Lacroix on February 9th when Headquarters' policy, in connection with the above mentioned accident, was discussed. In connection with this policy, we wish to refer you to P.I.C.A.O. Publication DOC 2890, AIG III, 5/3/47, which is mentioned in Mr. Bellonte's letter of February 3, 1951, copy of which has been forwarded to you. Copies of this P.I.C.A.O. Publication are being forwarded to Mr. Lacroix for his information. We wish to mention, however, that this document appears to give more latitude in the matter of Inquiry to the State of Registration than we are given to understand by Headquarters. In this connection, please refer to Pages 27 and 28, Section V, of the above mentioned publication.
3. During the writer's meeting with Mr. Lacroix, it was suggested by him that details regarding the course of action to be followed should be established only after conference with the French Board and, therefore, it was arranged to contact Mr. Lacroix for a meeting with the French Board as soon as it arrived in Canada.
4. With reference to the Press Release, only one letter to date has been received. For Headquarters' information, we are attaching copy of this letter and it will be noted it does not appear to contain any factual information concerning the accident.
5. The possibility of obtaining a bilingual stenographer from this District Office is rather remote and, therefore, it is requested, please, that arrangements be made to provide such qualified stenographer from Headquarters' staff. A few years ago on the occasion of an Air Transport Board Hearing, it was noted that a certain Mr. Robitaille (as far as we can recall the name) acted as bilingual public stenographer in a very competent manner. Our understanding is that this gentleman is a civil servant and

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No. 8 Bldg.

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FEB 12 P.M.


S.D

- 2 -

168

It is felt that this gentleman would be quite satisfactory. The Air Transport Board Hearing referred to was in April or May, 1947, at Megantic, Quebec, to deal with the Application of a Mr. Brulotte and Sherbrook Air Services for operation out of Megantic.

6. Since it is believed that the French Board may not require a complete record of the Public Hearing, Mr. Lacroix and the writer both agreed that it would be very essential to keep a complete record of all testimonies and it is therefore requested that arrangements to provide the Board with the required bilingual stenographer be made as soon as possible, please.


J.P. Fournier,
for District Controller, Air Services.

JPF/mp

copy

Sherbrooke 3 février 1951

167

Mr. J.P. Fournier
a/s Surintendant régional des règlements de la
navigation aérienne
Dorval

Cher Monsieur,

Ceci est pour répondre à la demande du Ministre de l'air, Mr.
L. Chevrier désirant recevoir des renseignements concernant le
voyage au cours duquel l'accident s'est produit (accident du
Pèlerin Canadien sur l'Obiou).

J'ai en main, le nom de 6 personnes ne voulant pas revenir par avion
(de l'ome'a Montreal) ou ne voulant pas revenir par la Durtiss Reid.
Aussi, j'ai en main une lettre disant que ces mêmes personnes ont
dû prendre l'avion du 13 novembre pour la raison qu'elles perdraient
leur billet si elles ne prenaient pas ce même avion.

J'ai aussi en main, des documents prouvant que trois téléphones
ont été fait de Montreal à l'Europe et destinés aux pèlerins, les priant d'in-
tervenir auprès de certaines personnes afin de faire revenir l'Air Transport
Board sur sa décision en accordant à TWA la permission de se poser à Dorval.

Esperant que ces quelques renseignements me donneront l'avantage d'assister
aux séances de l'enquête française qui se poursuivra à Québec,

Je me dis

Votre tout obligé

(sgnd) Georges Timmons
206 Blvd St.Sacrement
Sherbrooke

PS

Je vous demande de me convoquer
aux séances at à la même date que
sera convoqué Mg. Bourassa, M.
Deginet de Montreal et M. P. Bardin également de Montreal.

RECEIVED - 1951 FEB 13

Received 4.15 P.M.

TRANSPORT - RECORDS	
FEB	<i>12 P.M.</i> <i>13 A.M.</i>
File <i>Exclusion Cards Feb 13 9 A.M. EB</i>	

led

Extract from the minutes of a meeting of the Honourable the

Treasury Board, held at Ottawa, on the... NINTH

R. B. day of... FEBRUARY, 19 51

T.B. 402028

TRANSPORT

166

TRANSPORT - RECORDS
FEB 20 P.M. 1951
File 5002-257

43510

Card

The Board approve allotment of the amount of \$5,000 from Vote 101 of the Estimates for 1950-51 to provide for the expenses involved in bringing to Canada the Board of Inquiry appointed to investigate and hold hearings in respect of the crash of a Curtiss-Reid Flying Services aircraft in the French Alps in November, 1950, subject to the submission of an Item for consideration with the Further Supplementary Estimates for 1950-51.

R. B. Bryce

For Secretary.

book copy removed

Special Vote - 269 P.M. 17 3/51

Q. 7
J. J. R. S. A.
19/3/51

FEB 21 1951



65

CF-EDN

Douglas C54B-DC Serial #10518

1. Date of construction - 1942, (from information available).
2. Manufacturer - Douglas Aircraft Company Inc.,
Santa Monica, California, U.S.A.
3. Firm constructed for - U.S. Army Air Force, (from information available).
4. Purpose prior to 1950 - Military Transport, (from information available).
(Owned by Modern Air Transport and
leased to Federated Airlines Inc.).
7. Owned and Registered, under the Air Regulations, in the
name of: Curtiss Reid Flying Service Limited,
Cartierville Airport, Montreal, P. Q.
(Based at) Cartierville and Dorval, P. Q.
8. Lease - Purchase Agreement - May 29th, 1950,
between Federated Airlines Inc.,
319 West 48th Street,
New York 19, N.Y., U.S.A.

and Curtiss Reid Flying Service Limited,
Cartierville Airport, Montreal, P. Q.
10. April 23rd, 1950.
11. Aircraft brought into Canada on Certificate of Airworthiness
for Export E-20260 and after inspection was put into service
with no change or modifications.
13. Maximum number of persons authorized - 73,
Seats being provided for 63 passengers.
14. Gross Weight - 70,700 pounds.

Copy given to
A.T.B. 20 2/51
(C.F.)



DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

Document disclosed under the Access to Information Act
Document divulgué en vertu de la Loi sur l'accès à l'information

164
2
11-48

Rm. 44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, Que., Feb. 8, 1951.

PLACE

DATE

YOUR FILE

SUBJECT

Accident to CF-EDN

OUR FILE

5002-30

PERSONAL AND CONFIDENTIAL

47106

Mr. C. T. Travers,
Superintendent, Air Regulations,
Department of Transport,
Ottawa, Ontario.

1. With reference to your conversation with the writer, please find attached duplicate copies of two letters received today from Mr. M. Bellonte of the Secretariat General à l'Aviation Civile et Commerciale, Paris, regarding the accident to CF-EDN.


J. P. Fournier,
for District Controller, Air Services.

JPF:AR
Enc.



000046

TRANSLATION

AH

Paris, February 3, 1951 /63
93 Boulevard du Montparnasse (VI')

DEPARTMENT
OF PUBLIC WORKS, TRANSPORT
AND TOURIST TRADE

M. BELLONTE
Chief of Service "ENQUETES-SECURITE"

Secretariat General
Civil and Commercial Aviation

to

DIRECTION OF AIR TRANSPORT

Mr. J. P. Fournier,
Inspector Air Regulations
Room 44, Montreal Airport (CANADA)

RE: Accident of C.54 Canadian C.FEDN.

Further to our telephone conversation of January 31, 1951, I have the honour to advise you hereunder as to the present state of the inquiry into the accident of the C.FEDN.

Material:

The documents in our possession concerning the maintenance of this aircraft were sent to us through your good offices, with regard to work carried out in ROME before the departure, and by Mr. CAMPUS, Chief Pilot of the CURTISS REID Company, with regard to work carried out before the departure from Montreal.

The next time we meet I will communicate to you statements made by French technicians who had the opportunity to get near the aircraft when it passed through ORLY.

On the other hand, the examination of the wreck cannot take place until next spring and it will not be possible to eliminate as eventual cause of accident a deficiency in the material. This consideration will delay the publication of the final report of the inquiry.

Navigation:

In any case, even if a material incident had occurred during the flight (to be noted that no radio broadcast mentioned that), it would not explain the position of the impact point.

It is obviously the establishment of this last fact which guided the proceedings of the inquiry.

It is very difficult to reconstitute the route followed by the aircraft. We think however, and this assumption is seriously supported, that the pilot did not follow, voluntarily or not, the road indicated on the plan (Istres, Monte-

000047

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limar, Lyon) and that to make up for lost time at the departure from ROME , before reaching ISTRES, he headed toward LYON; navigation errors then threw him out of the way on Mount.OBIOU.

Public Hearing:

According to the standards of ICAO with regard to inquiries into air accidents (DOC 2.890 - AIG.III of 5-3-47 Section V paragraphs 1 and 2) the country of occurrence opens and conducts the inquiry.

Paragraph 5 of the same section deals with conditions of opening of the public hearing, the purpose of which is to bring information data to the official inquiry.

I call your attention on the fact that it will be impossible to answer all questions relative to the accident until an examination of the aircraft has been made. On that account, it might be necessary to hold another public hearing.

Mission to CANADA:

As I advised you by telephone, Mr. CAROUR and myself will go to Canada on March 1st next. In that connection a prompt reply to our letter of February 3, 1951, would be appreciated.

(Signed) M. Bellonte

Certified true copy of the original /tb

FOLIO No. 68350

TRANSLATION
AH

PARIS, February 3, 1951
93 Boulevard du Montparnasse (VI')

DEPARTMENT OF
PUBLIC WORKS, TRANSPORT
AND TOURIST TRADE

M. BELLONTE
Chief of Service "ENQUETES-SECURITE"

to

Secretariat General
Civil and Commercial Aviation

DIRECTION OF AIR TRANSPORT

Mr. J. P. FOURNIER,
Inspector Air Regulations
Room 44, Montreal Airport
MONTREAL, CANADA

RE; Accident of C54 C.FEDN.

Sir,

Although the data of the inquiry militate in favour of a navigation error, we are of opinion that during a public hearing, the matter of material and of its use will have to be dealt with thoroughly.

It would therefore appear to be absolutely necessary that we have, besides the information we already have:

Operating Manuals and Navigation Instructions;

Any information concerning the condition of the material: glider, motors, radio and navigation equipment.

I would request that you inform me of the places where the aircraft stopped on its last trip MONTREAL-ROME, as well as the names of the firms charged with the maintenance in order that I may eventually proceed to an inquiry in that connection.

(Signed) M. Bellonte

Certified true copy of the original/tb/

FOLIO No. 68349

MINISTÈRE
DES TRAVAUX PUBLICS
DES TRANSPORTS ET DU TOURISME

PAR AVION

PARIS, le 3 février 1951
93, Boulevard du Montparnasse (VI')
Tél: Littre 58-80
M. BELLONTE
Chef du Bureau "ENQUÊTES-SECURITE" 160

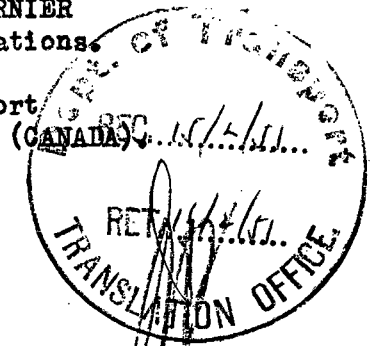
Secrétariat Général
A L'Aviation
Civile et Commerciale

-:-:-:-:-
DIRECTION DE LA NAVIGATION
ET DES TRANSPORTS AÉRIENS.

-:-:-:-:-
No. 322 /DNTA.D.ENQ.S
S.G.A.C.C.

Monsieur J.P. FOURNIER
Inspector Air Regulations.
Room 44
Montreal Airport

MONTREAL



OBJET: Accident du C.54 Canadien C.FEDN.

Comme suite à notre conversation téléphonique en date du 31.1.1951, j'ai l'honneur de vous faire connaître ci-après l'état actuel de l'enquête de l'accident du C.FEDN.

Matériel:

Les documents en notre possession concernant l'entretien de cet avion nous ont été communiqués par vos soins, en ce qui concerne les travaux exécutés à ROME avant le départ, et par Monsieur CAMPUS, Chef pilote de la Compagnie CURTISS REID, en ce qui concerne les travaux effectués avant le départ de Montréal.

Nous vous entretiendrons lors de notre prochaine rencontre des déclarations faites par des techniciens français qui ont eu l'occasion d'approcher l'avion lors de ses passages à ORLY.

Par ailleurs, l'examen de l'épave ne pouvant avoir lieu qu'au printemps, il ne nous sera pas possible d'éliminer comme cause éventuelle d'accident une déficience du matériel. Cette considération retardera la parution du rapport final d'enquête.

Navigation:

En tout état de cause, même si un incident matériel s'était produit au cours du vol (à signaler qu'aucune émission radio n'en a fait mention), il n'expliquerait pas la position du point d'impact.

.../...

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- 2 -

C'est évidemment cette dernière constatation qui a orienté les travaux d'enquête.

Il est très difficile de reconstituer la route suivie par l'avion. Nous pensons néanmoins, et cette hypothèse est sérieusement étayée, que le pilote n'a pas suivi, volontairement ou non, la route imposée par le plan de vol (Istres, Montélimar, Lyon) et que, pour rattraper le temps perdu au départ de ROME il a mis, avant d'arriver à ISTRES, le cap sur LYON; des erreurs de navigation l'ont ensuite dérivé sur l'OBIOU.

Audience publique:

Conformément aux standards de l'I.C.A.O. sur les enquêtes d'accident aéronautique (DOC 2.890 - AIG.III du 5.3.47 Section V paragraphe 1 et 2) l'Etat d'occurrence ouvre et conduit l'enquête.

Le paragraphe 5 de la même section traite des conditions d'ouverture de l'audience publique dont le but est d'apporter des éléments d'information à l'enquête officielle.

J'appelle votre attention sur le fait qu'il sera impossible de répondre à toutes les questions relatives à cet accident tant que l'examen de l'avion n'aura pu être examinée. De ce fait, une nouvelle audience publique risque d'être nécessaire.

Mission au CANADA:

Ainsi que je vous l'ai précisé au téléphone, M. CAROUR et moi-même nous rendrons au CANADA le 1er mars prochain. A cet égard une réponse rapide à notre lettre du 3 février 1951 nous obligerait.

(signé) M. Bellonte.

Copie certifiée conforme à l'original/tb

FOLIO NO. 68350

*we are answering
Mr. Bellonte
immediately
108 8-2-51*

MINISTÈRE
DES TRAVAUX PUBLICS
DES TRANSPORTS ET DU TOURISME

PAR AVION

PARIS, le 3 février 1951
93, Boulevard du Montparnasse (VI)
Tel: Littre 58-80

M. BELLOTE
Chef du Bureau "ENQUÊTES-SECURITE"

à

Secrétariat Général
A L'Aviation
Civile et Commerciale
-:-:-:-:-
DIRECTION DE LA NAVIGATION
ET DES TRANSPORTS AERIENS.
-:-:-:-:-
No. 22 / DETA. D. ENQ. S
S.C.A.C.C.

Monsieur J.P. FOURNIER
Inspector Air Regulations.
Room 44
Montreal Airport
(CANADA).

MONTREAL

OBJET: Accident du C.54 Canadien C.FINM.

Comme suite à notre conversation téléphonique en date du
31.1.1951, j'ai l'honneur de vous faire connaître ci-après l'état
actuel de l'enquête de l'accident du C.FINM.

Matériel:

Les documents en notre possession concernant l'entretien de
cet avion nous ont été communiqués par vos soins, en ce qui concerne
les travaux exécutés à ROME avant le départ, et par Monsieur CAMPUS,
Chef pilote de la Compagnie CURTISS HOID, en ce qui concerne les
travaux effectués avant le départ de Montréal.

Nous vous entretiendrons lors de notre prochaine rencontre
des déclarations faites par des techniciens français qui ont eu
l'occasion d'approcher l'avion lors de ses passages à ORLY.

Par ailleurs, l'examen de l'épave ne pouvant avoir lieu qu'en
printemps, il ne nous sera pas possible d'éliminer comme cause
éventuelle d'accident une déficience du matériel. Cette considération
retardera la parution du rapport final d'enquête.

Navigation:

En tout état de cause, même si un incident matériel s'était
produit au cours du vol (à signaler qu'aucune émission radio n'en
a fait mention), il n'expliquerait pas la position du point d'impact.

.../...

157

- 2 -

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Il est très difficile de reconstituer la route suivie par l'avion. Nous pensons néanmoins, et cette hypothèse est sérieusement étayée, que le pilote n'a pas suivi, volontairement ou non, la route imposée par le plan de vol (Istres, Montélimar, Lyon) et que, pour rattraper le temps perdu au départ de BOMI il a mis, avant d'arriver à ISERNES, le cap sur LYON; des erreurs de navigation l'ont ensuite dévié sur l'OBISOU.

Audience publique:

Conformément aux standards de l'I.C.A.O. sur les enquêtes d'accident aéronautique (DOC 2.890 - AIG.III du 5.3.47 Section V paragraphe 1 et 2) l'Etat d'assurance ouvre et conduit l'enquête.

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J'appelle votre attention sur le fait qu'il sera impossible de répondre à toutes les questions relatives à cet accident tant que l'examen de l'avion n'aura pu être examiné. De ce fait, une nouvelle audience publique risque d'être nécessaire.

Mission en CANADA:

Ainsi que je vous l'ai précisé au téléphone, M. GAROUE et moi-même nous rendrons en CANADA le 1er mars prochain. A cet égard une réponse rapide à notre lettre du 3 février 1951 nous obligerait.

(signé) M. Bellonte.

Copie certifiée conforme à l'original/bb

FOLIO NO. 68-150

MINISTERE
DES TRAVAUX PUBLICS
ET DES TRANSPORTS

PARIS, le 3 février 1950 156

M. BELLONTE
Chef du Bureau "ENQUETES-SECURITE"

Secrétariat Général
A L'Aviation
Civile et Commerciale

DIRECTION DE LA NAVIGATION
ET DES TRANSPORTS AERIENS.

No 321 /DNTA.D.ENQ.S
S.G.A.C.C.

Monsieur J.P. FOURNIER
Inspector Air Regulations.
Room 44
Montreal Airport
(Canada)

MONTREAL.

OBJET: Accident du C.54 C.FEDN.

Monsieur,

Bien que les éléments de l'enquête militent fortement en faveur d'une erreur de navigation, nous estimons qu'au cours d'une audience publique la question du matériel et de son utilisation devra être traitée à fond.

En conséquence, il me paraît indispensable de posséder, outre les renseignements que nous avons déjà:

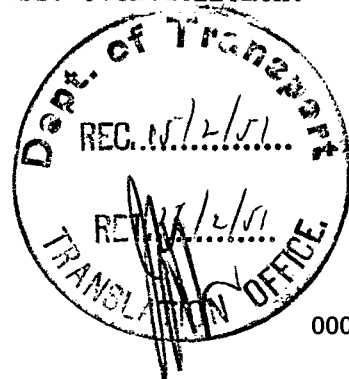
- les manuels d'utilisation et consignes de navigation.
- tous renseignements concernant l'état du matériel: planeur, moteurs, équipement de radio et de navigation.

Je vous demande de bien vouloir me faire connaître les escales empruntées par l'avion lors de son dernier voyage MONTREAL-ROME, ainsi que le nom des firmes chargées des travaux d'entretien de façon que je puisse éventuellement procéder à une enquête à ce sujet.

(signé) M. Bellonte.

Copie certifiée conforme à l'original/tb

FOLIO NO. 68349



000054

**MINISTÈRE
DES TRAVAUX PUBLICS
ET DES TRANSPORTS**

PARIS, le 3 février 1950 155

M. BELLONTE
Chef du Bureau "ENQUÊTES-SECURITE"

Secrétariat Général
A L'Aviation
Civile et Commerciale

DIRECTION DE LA NAVIGATION
ET DES TRANSPORTS AÉRIENS.

-:-:-:-
No 321 /DNTA.D.ENQ.S
S.G.A.C.C.

Monsieur J.P. FOURNIER
Inspector Air Regulations,
Room 44
Montreal Airport
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MONTREAL.

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Monsieur,

Bien que les éléments de l'enquête militent fortement en faveur d'une erreur de navigation, nous estimons qu'au cours d'une audience publique la question du matériel et de son utilisation devra être traitée à fond.

En conséquence, il me paraît indispensable de posséder, outre les renseignements que nous avons déjà:

- les manuels d'utilisation et consignes de navigation.
- tous renseignements concernant l'état du matériel: planeur, moteurs, équipement de radio et de navigation.

Je vous demande de bien vouloir me faire connaître les escales empruntées par l'avion lors de son dernier voyage MONTREAL-ROME, ainsi que le nom des firmes chargées des travaux d'entretien de façon que je puisse éventuellement procéder à une enquête à ce sujet.

(signé) M. Bellonte.

Copie certifiée conforme à l'original/tb

FOLIO NO. 68349

5002-107

JUL/71

154

le 6 février 1951

Cher monsieur Fontaine,

Je désire vous accuser réception de votre lettre du 24 décembre 1950 ainsi que votre suggestion au sujet de l'enquête de l'accident d'avion qui s'est produit au Mont Obiou, en France, et je vous en remercie infiniment.

J'apprécie hautement l'intérêt que vous portez à l'aviation et je désire vous informer de la procédure suivie dans les enquêtes lorsqu'il s'agit de ces accidents.

En conformité de la Convention internationale, le pays dans lequel l'accident se produit est obligé de nommer une Commission d'enquête pour établir la cause de l'accident. Dans le cas présent, l'accident s'est produit en France et comme suite, les autorités aéronautiques françaises ont nommé une Commission qui fait enquête au sujet de cet accident. Jusqu'à date, l'enquête s'était tenue en France. Toutefois, afin d'obtenir plus de renseignements, on espère que la Commission se rendra au Canada, à l'invitation du Gouvernement canadien, vers le milieu de février, pour compléter son enquête.

Sincèrement à vous,

Original signed by
LIONEL CHEVRIER

Monsieur Paul Fontaine
Sherbrooke, P.Q.

WVG/ZC

PICA TYPE

FOR TRANSLATION TO FRENCH

153
5002-257

Ottawa, Ontario,
February 3rd, 1951.
6 T.A.

Dear Mr. Fontaine:-

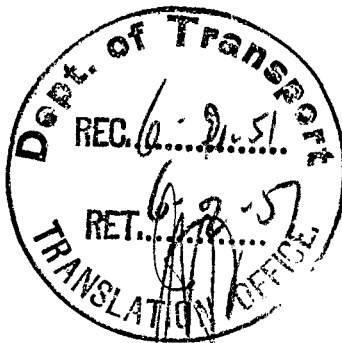
I wish to acknowledge and thank you for your letter of December 24th, 1950, and suggestion concerning the investigation of the aircraft accident which occurred at Mount Obiou in France.

Your interest in aviation is appreciated and I would like to advise you of the procedure for the investigation of such accidents.

By International Convention the country in which an accident occurs is obligated to hold a Board of Enquiry to determine the cause of the accident. In this case the accident occurred in France and as a result the French Aviation Authorities have convened a Board of Enquiry which is conducting the investigation into this accident. To date, the Enquiry has been held in France. However, in order to obtain further information, it is expected that this Board will come to Canada at the invitation of the Canadian government in the middle of February to complete their investigation.

Yours faithfully,

(Lionel Chevrier),
Minister of Transport.



Mr. Paul Fontaine,
Sherbrooke, P.Q.

Aug. 5260-1
5002-257
152
Ottawa, February 2, 1951.

MEMORANDUM TO: A/V/M A.T. Cowley
Director of Air Services

The Minister has reviewed your memorandum of January 26th and my memorandum of January 29th relating to general operating certification and the position of Curtiss-Reid, and has expressed himself as generally satisfied with the information contained therein.

He has further directed that certain specific points be considered by the Division as follows:-

(1) The desirability of establishing in written form actual operating standards for various categories of operations or at least for the various categories involving large aircraft.

(2) The desirability of establishing as a requirement in the case of Canadian non-scheduled operators employing large aircraft and flying on international flights that the operator should satisfy the department with regard to maintenance facilities outside the country where any regularity or continuity of flight is to be maintained to such points.

(3) The desirability of establishing a regular in-flight inspection procedure for commercial air services or at least for commercial air services employing large aircraft whether scheduled or non-scheduled.

(4) The desirability of continuing the present practice whereby T.C.A. flight checks are given by T.C.A. personnel authorized by the department. (He was not concerned that this was a bad arrangement technically or would in any way tend to lower standards but he was concerned that in the event of anything happening the principle of this might be criticized). I pointed out that this could place heavy requirements on personnel in the matter of technically competent personnel fully experience in 4-motor aircraft work but he felt that even if this meant some revision of our present position in this regard it should be considered.

I assume we should discuss this with C.A.R. since I am to speak to the Minister further on the matter in due course.

J.R.Baldwin.

000058

File No. 5002-257 151

FEB 1 1951

The Secretary,
The Honourable the Treasury Board,
Ottawa, Ontario.

Dear Sir:

On November 13, 1950, a DC.4 aircraft of the Curtiss-Reid Flying Services crashed in the French Alps near Grenoble. Following the crash a Board of Inquiry to investigate the circumstances of the accident was created by the French aviation authorities in accordance with standard international procedure. This Inquiry was presided over by Mr. H. Bellonte, Chief of the French Air Safety Service, and Inspector J. P. Fournier of this Department was in attendance as official Canadian observer.

Subsequently, numerous representations have been received from the public, and many of these have stated or implied that the Board was not in a position to ascertain certain relevant information. For this reason and in view of the fact that 57 Canadians lost their lives in the mishap, it is deemed expedient to have the Board hold hearings in Canada, at which interested parties will have an opportunity to appear.

This may necessitate payment of various expenses such as transportation of the two Court members and their attendants to and from Canada, together with their living and travelling expenses while in this country, expenditures for court rooms, fees payable to witnesses, etc. In this connection I may say the Department will make every attempt to utilize Departmental facilities and personnel.

The members of the Board are expected to arrive in this country about February 15th. The length of their stay is not known, but it is planned to allow one week for the despatch of notifications to witnesses and the assembling and examination of accumulated evidence and documents. Following this, hearings would be held first in Montreal and then in the City of Quebec. It is possible, therefore, that the period will be more than one month.

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- 2 -

It is obviously impossible to state what the actual expenses will amount to, in view of the uncertainty with regard to such factors as the period of time involved, the number of witnesses to be heard, etc. It is felt, however, that the overall expenditure could very easily amount to \$5,000.00, particularly if the Department is called upon to bear the charges for overseas travel.

In the circumstances it is respectfully requested that approval of Treasury Board be granted to expend an amount not exceeding \$5,000.00 in connection with the visit of the aforesaid Board of Inquiry.

Insofar as concerns funds to cover the proposed commitment, it is pointed out that the required amount is not available in the appropriation for "Control of Civil Aviation" (Vote 499), which would appear to be the proper source, and it is therefore requested that the funds be made available from Vote 101 "Miscellaneous and unforeseen items, etc." If sufficient funds are not available in the latter appropriation, they can be provided from Vote 501 "Airways and Airports - Operation and Maintenance".

Yours very truly,

Director of Air Services.

I concur:



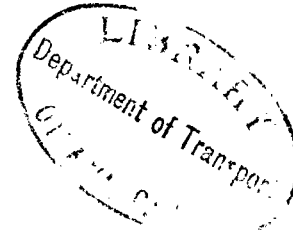
LIONEL CHEVRER

Minister of Transport.

Handwritten signature/initials

41989

RECEIVED
FEB 8 P.M. 1951
File 8002-257



French Board Due To Arrive Feb. 15 In Air-crash Probe

Ottawa, Jan. 30.—(P)—A French government board investigating the crash of a Canadian plane that killed 58 persons in France Nov. 13 last will arrive in Montreal about Feb. 15 to hold hearings in Canada, Transport Minister Chevrer announced today.

The minister said hearings will be held in Montreal and Quebec City, on dates to be announced later.

The plane—the Canadian Pilgrim—crashed into the French Alps while carrying Canadians home after a Roman Catholic Holy-Year pilgrimage to Rome. It was operated by Curtiss-Reid Aircraft of Montreal.

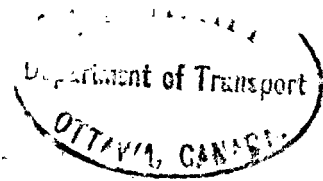
MONTREAL GAZETTE JANUARY 31st, 1951.

148

C. A. R. M.

41780

RECEIVED
FEB 7 1951
File 5002-257



French Board Due To Arrive Feb. 15 In Air-crash Probe

Ottawa, Jan. 30.—(P)—A French government board investigating the crash of a Canadian plane that killed 58 persons in France Nov. 13 last will arrive in Montreal about Feb. 15 to hold hearings in Canada, Transport Minister Chevrier announced today.

The minister said hearings will be held in Montreal and Quebec City, on dates to be announced later.

The plane—the Canadian Pilgrim—crashed into the French Alps while carrying Canadians home after a Roman Catholic Holy-Year pilgrimage to Rome. It was operated by Curtiss-Reid Aircraft of Montreal.

5002 - 257

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DAS.

M^r. Fournier has been instructed
to telephone M. Bellanti, recommending
that the hearing be public and
indicating our reasons. He
will make this call tomorrow
morning.

P. Fournier.
30 1/51

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Ottawa, Ontario, January 30, 1951.

5002-30

Curtiss-Reid DC-4, CF-EDN - Accident Investigation.

5002-257 (CAR)

District Controller,
Air Services,
Room 44,
Trans-Atlantic Building,
Montreal Airport, Dorval, P. Q.

Attention: District Superintendent, Air Regulations.

1. (a) In reply to your letter dated January 26th, you are advised that further consideration has been given to the procedure to be followed at the time of the visit of the French Court of Enquiry to Canada and, although translation and release of the press release, publication of the advertisement in the press, and radio announcement is to proceed, it has been decided not to dispatch letters to Archbishops Roy and Leger.

(b) The form that the hearing of the evidence should take has been discussed at top level and it has been decided that, in the circumstances, it would be preferable to hold a public hearing so that, while final decision in the matter rests with the French Investigators, we should recommend to them that the hearing should be public and indicate our reasons why this should be the case; the reason being that public opinion is such that resentment and suspicion would be created on a wide scale if the hearing was not public.

(c) It has also been decided that, in the event that the public hearing is held, Counsel should be appointed and an approach is now being made to hire a qualified and experienced advocate to ascertain whether he would be willing to act. Should he agree, he will no doubt discuss the subject in detail with Departmental officials in Ottawa.

(d) It is further considered that there is considerable merit in a proposal that all witnesses making submissions to Mr. Fournier should be heard rather than eliminating, in advance, any witnesses. It is felt that to follow the latter course might create an appearance of attempting to avoid damaging testimony and that it would be better that they should appear before the Court and be told that their evidence was not relevant or substantiated rather than to do this in advance. It has therefore been agreed that the decision on this point should stand until it has been seen what submissions Mr. Fournier receives so that their number and content may be reviewed.

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- 2 -

2. The questions in your letter of January 26th are answered in part by this preceding information. However, the following points may need clarification; references being made to the paragraphs in your letter.

1. (a) A visit of the French Investigators to these Headquarters may be made at some time mutually convenient to the Court and the Departmental officials concerned. Such a meeting would not appear to be necessary except for the interchange of courtesies.
- (b) This procedure will not arise if there is to be a public hearing. If the proceedings are informal, however, there are no reasons why witnesses should not be questioned directly by the French Investigators.
- (c) Should a public investigation take place, this point will be covered by advice from Counsel.
- (d) The possibility of obtaining a bilingual stenographer should be canvassed through the District office. If one is not obtainable, an effort will be made to secure the services of a suitable stenographer from these Headquarters.
- (e) Inspector Fournier should exercise reasonable discretion in authorizing expenditures of the French Investigators and in certifying accounts for payment. It is understood that the customs of France differ from those of Canada and that the provision of wine and other beverages within reason should be authorized. The provision of entertainment, as apart from transportation, hotel and board, is not contemplated and, where this might appear desirable, special authority should be obtained.

Original Signed By
A. T. COWLEY

(A. T. Cowley),
Director of Air Services.

CTT/VMA

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44888

THE DEPARTMENT OF EXTERNAL AFFAIRS

OTTAWA, January 29, 1951.

To:

The Deputy Minister, Department of Transport

EXT 67
TRANSPORT RECORDS
1951. JAN 2 1951
File 5002-257

The documents described below are attached for your information
or for any action you consider necessary:

Telegram No. 38 dated January 26th from the Canadian Ambassador, Paris.

Also referred to: Air Transport Board

Ec: J.A. Irwin/GM

A.D.P. HEENEY

Under-Secretary of State
for External Affairs

143
FROM: THE CANADIAN AMBASSADOR, PARIS

TO: THE SECRETARY OF STATE FOR EXTERNAL AFFAIRS, CANADA

CONFIDENTIAL

CYPHER - AUTO

NO. 38

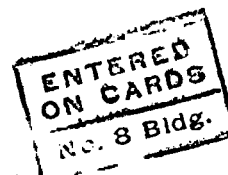
PARIS, January 26, 1951.
(Received, January 27, 1951)

Confidential. Your telegram No. 16 of January 16.
Enquiry into Curtiss-Reid accident.

1. Ministry of Foreign Affairs today informed us that Mr. Bellonte President of the French Court of Enquiry will have to delay his visit to Canada until the second half of February. They will advise us as soon as possible of the exact date and transportation arrangements.

2. Mr. Bellonte has been in direct communication on this matter with Mr. Fournier the representative of the Department of Transport who attended the French hearings as an observer, and they discussed the details raised in paragraph 2 of your telegram No. 16.

CANADIAN AMBASSADOR



MMF/JS

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5002-257

5260-970

5260-1

5010-12

38986

January 26, 1951.

MEMORANDUM TO THE HONOURABLE THE MINISTER OF TRANSPORT:

1. Reference is made to your memorandum dated January 26, 1951, in which you request certain information in respect to the clearance of the Curtiss-Reid operation.
2. On the grant of an Air Transport Board Licence, the Air Services Branch is responsible under the Aeronautics Act to make a certification as to the adequacy of the operator's equipment and his ability to conduct a safe operation over the route, or in the prescribed area. In addition, under The Air Regulations, the Air Services Branch is responsible for certifying as to the airworthiness of aircraft and licencing of pilots, navigators and air engineers (navigators were not required to be licensed at the time of the subject accident). Subsequent to the initial inspection and issue of a Certificate of Airworthiness in respect of an aircraft engaged in the type of operation concerned, the continuing airworthiness of the aircraft is maintained by requiring the aircraft to be certified as airworthy at least every 30 flying hours or every 7 days, whichever is sooner, by an Air Engineer, licenced by the Department. In addition, the Certificate of Airworthiness must be renewed every twelve months and is effected only after a thorough inspection of the aircraft is made. Airmen licences must be revalidated at six-month intervals by the successful passing of a medical examination, and Instrument Flight Ratings at the same intervals by a re-check in the air.
3. With respect to the numbered questions in your memorandum, I am setting out below the questions as they appear in your memorandum, for ready reference, together with the answers thereto.
 - Q.1. Is there an examination of the equipment of an aircraft before it is allowed to take off on its route?
A. There is an obligatory detailed inspection and certification every 30 hours flying or every 7 days, whichever is the sooner. Normal practice calls for a pre-flight inspection daily.
 - Q.2. Who makes the examination?
A. (a) The licensed air engineer, in the case of equipment required by the Certificate of Airworthiness.

3 copies
19/2/51
CS

ENTERED ON CARDS

No. 3 Bldg.

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(b) By a person désignated by the operator in respect to any additional equipment required by the individual Operating Certificate.

Q.3. What kind of an examination is it?

A. A physical examination of the aircraft, and a check of all documents relative to Airworthiness.

Q.4. Is there an examination made of the crew? Who makes it and what does it cover?

A. Not immediately before flight, but the pilots must have valid licences.

Q.5. If the result of the examination is satisfactory what sort of certificate is given? Let me have one.

A. The engineer makes a certification in the Aircraft Log Book as to the airworthiness of the aircraft and this entry is endorsed by the pilot. (sample Journey and Aircraft Log Book is attached).

Q.6. Is this an annual examination or are periodical checks made? If so, what kind of checks are these?

A. See the general statement above.

Q.7. Who decides the practice or the conditions requisite for certifying to the airworthiness of an aircraft?

A. The Controller of Civil Aviation on the joint recommendations of the Superintendent of Air Regulations and the Chief Aeronautical Engineer of the Department of Transport.

Q.8. Are these conditions international and have they been approved by I.C.A.O?

A. Canadian Certificates of Airworthiness have been accepted internationally up to date. I.C.A.O. Airworthiness Standards for application to the case in point have not been agreed to date, and the question of that organization's approval does not, therefore, arise in this case.

Q.9. What is the practice in the United States, in the United Kingdom, in other countries such as Holland, Belgium, France?

A. The States you mention are all members of I.C.A.O. and are all aiming to reach standards of operation, airworthiness, etc., which are agreed from time to time in I.C.A.O. Since standards of operation and airworthiness applicable to this type of

-3-

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operation have not been finally agreed by all Member States, it is difficult to say what the current practice is in individual countries. However it can be said that Canada is not lagging behind other countries in the implementation of I.C.A.O. Standards as they are adopted.

4.

Submitted, please.

(A. T. Cowley),
Director of Air Services.

Mr. Baldwin

for info. pls. Presume this does not
supersede the more comprehensive memo
we are preparing for you.

J. D. 26/1/51

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OFFICE OF
THE MINISTER OF TRANSPORT
OTTAWA, CANADA

② CATB - pls. see attached *reply* January 26, 1951.

① MEMORANDUM TO A/V/M A.T. COWLEY

38981

I have been receiving a number of letters highly critical of the condition in which the aircraft flown by Curtiss-Reid was at various stages of the journey prior to the accident. I have given Mr. Baldwin cuts of charges made by certain individuals in the Province of Quebec concerning the airworthiness of the craft. These charges, together with what might be said at the enquiry, may well have their repercussions in the House of Commons.

With that in mind, I would like you to prepare for me a statement of the responsibilities of the Air Services Branch of the Department once a licence to operate has been granted by the Air Transport Board. You have already told me on more than one occasion that this particular aircraft was in excellent condition. Does the Department exercise supervision over the aircraft after the 1st examination? This and the following questions I should like to have answered.

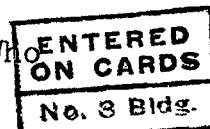
1 - Is there an examination of the equipment of an aircraft before it is allowed to take off on its route?

2 - Who makes the examination?

3 - What kind of an examination is it?

4 - Is there an examination made of the crew? Who makes it and what does it cover?

5 - If the result of the examination is satisfactory, what sort of certificate is given? Let me have one.



*3 copies
19/2/51
CS*

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OFFICE OF
THE MINISTER OF TRANSPORT
OTTAWA, CANADA

- 2 -

6 - Is this an annual examination or are periodical checks made? If so, what kind of checks are these?

7 - Who decides the practice or the conditions requisite for certifying to the air worthiness of an aircraft?

(see general statement)

8 - Are these conditions international and have they been approved of by I.C.A.O.?

9 - What is the practice in the United States, in the United Kingdom, in other countries such as Holland, Belgium, France?

Any additional information you think might be helpful I would thank you to add.

Minister.

DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

Rm. 44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, Que., Jan. 26, 1951.

PLACE

DATE

YOUR FILE

SUBJECT

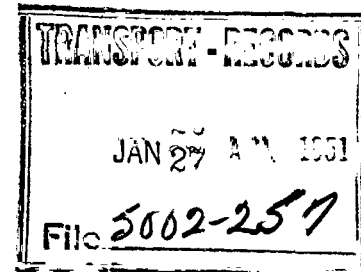
Curtiss-Reid DC4 CF-EDN Accident
in France - November 13, 1950

OUR FILE

5002-30

Director of Air Services,
Department of Transport,
Ottawa, Ontario.

Attention: Superintendent, Air Regulations



40458

1. With reference to the Director of Air Services' memorandum of January 25, 1951, your file 5002-257, to Mr. J. R. Baldwin, Chairman of the Air Transport Board, regarding the above mentioned accident, we wish to mention that after further consideration additional points have been brought up in which it is felt that clarification should be made to this office as soon as possibly convenient.

- a) May we be advised if it is Headquarters' intention to have members of the French Board of Enquiry proceed to Ottawa for meetings with Departmental Officials and, if so, at what stage of their stay in Canada should the visit to Ottawa be made.
- b) There still exists some confusion regarding the authority of the French Investigators to question witnesses on Canadian territory. Therefore, should the witnesses be questioned directly by the French Investigators or indirectly through the Canadian Departmental Observer attached to the Board. Possibly legal advice and assistance may be required in this case.
- c) It is clearly understood that use of subpoenas is not to be made unless absolutely necessary. Should, however, this become necessary, it is felt that legal assistance and advice would then become necessary unless Headquarters provides this office with definite instructions in this connection. It has been thought that possibly the use of Royal Canadian Mounted Police services may be made for this purpose.

1. The purpose of this document is to provide information on the activities of the Commission on the Environment and Development.

2. The Commission was established in 1984 to monitor and report on the implementation of the Environment Canada Act.

3. The Commission's mandate is to ensure that the Government of Canada is meeting its obligations under the Environment Canada Act.

4. The Commission's activities are divided into three main areas: monitoring, reporting, and research.

5. The Commission's monitoring activities include reviewing government policies and programs, conducting audits, and receiving complaints from the public. The Commission's reporting activities include publishing annual reports and special reports. The Commission's research activities include conducting studies on environmental issues and providing advice to the government.

6. The Commission's annual report is published in May of each year. The report provides information on the Commission's activities during the previous year and on the government's progress in implementing the Environment Canada Act.

7. The Commission's research activities are carried out in cooperation with other government departments and agencies. The Commission's research is used to inform government policy and to provide advice to the government.

8. The Commission's activities are funded by the Government of Canada. The Commission's budget for the year 1990-1991 was \$1.2 million. The Commission's activities are carried out in English and French.

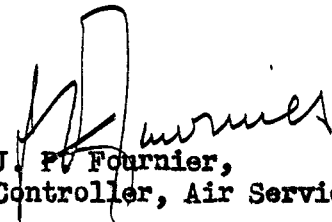
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A. R.

Jan. 26, 1951.

- d) Although it may be quite possible that the French Investigators do not wish to make a complete record of evidence, it is felt that such a record should, nevertheless, be made if only for Departmental purposes and, therefore, it is suggested that competent bilingual stenographers of Court recording standards be made available for the enquiry. It is our understanding that such a stenographer may be procured from Headquarters.
- e) With particular reference to Paragraph 11 of the Director of Air Services' letter, where it is proposed that Inspector Fournier should be given the responsibility of taking care and accounting for the expenditures of the French Investigators during their stay in Canada, it is requested, please, that if at all possible specific directives should be given in this connection. We wish to point out that expenditures incurred by the French Investigators in what may be considered by them in accordance with the customs of France may in Canada fall into a category which may possibly not receive authorization for payment and, therefore, it is strongly felt that this matter should be clarified. What we specifically have in mind is the matter of wine drinking with meals and other refreshments such as aperitives and after dinner liqueurs. It is not believed that the intention is to provide the French party with any form of additional amenities but should this become the intention, definite instructions are required, please. It is believed that the matter of transportation after arrival of the French party in Montreal will be taken care of by use of existing Departmental facilities and that no additional expenditures should be necessary.


J. P. Fournier,

for District Controller, Air Services.

JPF:AR

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CTT/VA

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5002-257

Ottawa, Ontario,
January 26th, 1951.

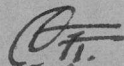
Mr. Reid H. Wilson,
Metropolitan Life Insurance Company,
Ottawa, Ontario.

Dear Mr. Wilson:-

In reply to your letter of January 18th, 1951, regarding the accident to a Curtiss-Reid aircraft in France, I regret that no report is yet available as the inquiry has not been completed.

With reference to your query concerning the list of passengers on the aircraft at the time of the accident, it is suggested that you get in touch with the above company at Cartierville, P.Q., who may be able to supply you with a passenger list.

Yours truly,



(C. T. Travers),
Superintendent, Air Regulations.

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

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Ottawa, Ontario, January 25th, 1951.

PLACE

DATE

YOUR FILE

SUBJECT

Curtiss-Reid Accident in France

OUR FILE

5002-257

MEMORANDUM TO: Mr. J. R. Baldwin,
Chairman,
Air Transport Board.

41825

1. With reference to your memorandum of January 18th concerning the visit of the French Board of Enquiry to Canada, the exact date of their arrival is not at present known but is tentatively set for the 15th of February.

2. With reference to item (1) of your memo, it is suggested that the sittings of the Board will be held in Departmental premises, which can readily be made available, and permit the use of Departmental transportation facilities, where needed.

3. It is assumed that the French Board will need a few days to discuss with the Department the questions raised in item (5) of the Minister's memo and to peruse any documents relating to Curtiss-Reid's operations which we may have and which the Department may be prepared to make available. The question of making Departmental records available for the French Board will require direction.

4. A draft of an announcement for the newspapers is attached hereto and has been drawn up with the following thoughts in mind:-

1. The Board will need preparation for the type of evidence which may be submitted;

2. The actual date of the sittings cannot at the moment be determined;

3. It has been ascertained from Mr. Fournier that the French Board's methods of investigation are very informal. The only time notes were made was when Mr. Campus of Curtiss-Reid was interviewed by the Board, and these notes were jottings



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in notebooks. No sworn or signed statements were obtained from witnesses. However, the Board may not wish to consider hearsay evidence - hence the suggestion that witnesses desirous of submitting evidence should be required to notify their intention to Mr. Fournier at our Montreal Office and that the evidence should be in accordance with that specified in the draft announcement. Assistance will be given to the Board to advise those whose evidence will be heard of the time and place of the hearings. It is suggested that at least five days should elapse between the time of the Board's arrival in Canada and the date of the first sitting to enable the Board to sift submissions of evidence and notify those individuals whom they wish to interrogate.

5. Letters for Archbishops Leger and Roy have been prepared and are attached hereto for the Minister's approval and signature.
6. With reference to item (3), it is suggested that a copy of the Press Release be sent to Cleric Bourassa in Sherbrooke.
7. With reference to item (4), a Requisition for Encumbrance has been made and is at present in the hands of the Secretary for transmission to the Treasury Board for approval.
8. With reference to item (5), the procedure outlined above will clarify the questions raised.
9. A request has been received by telephone by the District Controller of Air Services in Montreal from Air Vice-Marshall Ferrier to permit ICAO representation on the Board. This may mean to be permitted to send an observer to the Board and would require the permission of both the Minister and the President of the French Board. It is recommended that permission be not granted.
10. The French Board may desire to have access to Curtiss-Reid's records. This is a point which would need clarification by Law.
11. It is suggested that, since Mr. J.P. Fournier was a Canadian observer on the Board of Enquiry and will of necessity be on constant duty with the French Board during its stay in Canada, he should be responsible for the payment of all the expenses

incurred, drawing upon the fund provided by our Requisition for Encumbrance, and submit an accounting in the usual way. This is a somewhat unusual case and some indication and direction must be given to Mr. Fournier in the matter of the extensiveness of expenditure, particularly on all items which might appear as entertainment. The French authorities were very considerate of Mr. Fournier in Paris. It is understood from Mr. Fournier that Monsieur Maurice Bellonte, who is President of the French Board, is in the habit of taking Madame Bellonte with him on some of his travels and may do so in this case.

12. For the information of the Minister, Monsieur Bellonte is to France as Lindberg is to the United States of America. He, with Dieudonné Coste, established a long distance record in 1929, flying non-stop from Paris to Manchuria, covering 4,911 miles. On September 2nd and 3rd, 1930, Coste and Bellonte made the first direct Atlantic Ocean flight non-stop from Paris to New York in a Breguet-Hispano biplane, taking off from Le Bourget Airfield and landing at Valley Stream, Long Island, New York. The flight took 37 hours and 18 minutes. Coste and Bellonte then went to Dallas, Texas, and won the \$25,000.00 prize offered by Colonel W. E. Easterwood for the first flight Paris-Dallas. For these and other endeavours in aviation, it is understood that Monsieur Bellonte has received several decorations, including certain Orders of the Legion of Honour.

13. For the further information of the Minister, it appears that Monsieur Bellonte is Chief of the Bureau 'Enquêtes-Sécurité' of the French Ministry of Transport, and that investigation by this Bureau is by members of the Bureau designated by Monsieur Bellonte and not by ministerially appointed boards as we know them in Canada.

A. T. Cowley

(A. T. Cowley),
Director of Air Services.

*seen by
Mr. Baldwin
F. M.
7/2/51*



DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

131

2

2-50

Ottawa, January 24, 1951.

PLACE

DATE

YOUR FILE

SUBJECT

Accident to Douglas C-54

OUR FILE

5002-257

47501

MEMO TO THE SECRETARY, Department of Transport:

1. With reference to the visit of the French Board of Inquiry created to investigate the circumstances of the accident to CF-EDN (Canadian Pilgrim) which crashed in France on November 13, 1950, your attention is directed to memorandum from Mr. J. R. Baldwin dated January 18th, and item 4 thereof.

2. The costs to which the Minister referred in item 4 are outlined in the minute one folio below Mr. Baldwin's memorandum. In compliance with Mr. Allen's suggestion, a requisition for encumbrance in the amount of \$5,000. (Treasury #30970) has been raised. The French Board of Inquiry is expected to arrive about February 15th and in order that funds may be immediately available for its accommodation, may the submission to Treasury Board be expedited, please.

A. T. Cowley

(A. T. Cowley),
Director of Air Services.



*Vote correct?
How many?
How long (app)?
Date
Where (all meetings)
in minutes + action
in minutes in case?
Backbone
Strong fees*

[Signature]

[Signature]

000080

DEPARTMENT OF TRANSPORT

100
10-47

LOCAL NO. *130*

DATE

DEPT. NO.

DATE

TREAS. NO. *30070*

DATE

RANCH *Air Services*

REQUISITION FOR ENCUMBRANCE

TO BE
CHARGED
AGAINST

VOTE *274 267* APPROPRIATION *Airways & Airports Operation and Maintenance*
PRIMARY ALLOTMENT *01*
SUB ALLOTMENT ACCOUNT *65*

TO COMPTROLLER OF THE TREASURY:

APPROVAL IS SOUGHT FOR THE ASSUMING OF AN ENCUMBRANCE IN RESPECT OF THE FOLLOWING:

DESCRIPTION OF CONTRACT, AGREEMENT OR UNDERTAKING IN RESPECT OF WHICH
ENCUMBRANCE IS SOUGHT (ATTACH DOCUMENTS, PAPERS OR OTHER DETAILS WHERE NECESSARY)

ESTIMATED OR
~~ACTUAL~~ AMOUNT

Encumbrance for R.C. re Board of Enquiry into Curtiss-Reid
aircraft accident in France, November 13, 1950.

5,000 00

To cover costs of transporting the court and its attendants to
and from Canada and all their living expenses while they are here,
plus court rooms, witness fees, etc.

TOTAL

DEPARTMENTAL CERTIFICATES

AUTHORITY REQUESTED

Original Signed by
J. S. TRACY (TITLE)

RECOMMENDED

R. D. Dodds. (TITLE)

APPROVED

DEPUTY MINISTER

TREASURY DEPARTMENT CERTIFICATES

CORRECT FOR ENCUMBRANCE IN AN AMOUNT OF

\$

(TITLE)

CERTIFIED

FOR COMPTROLLER OF THE TREASURY

000081

File Copy 5002-287

000082


Records

5670.
19
17

Please file
this & refer to
translation.

Bellalke
for CAB
20¹/₅₁

DEPARTMENT OF TRANSPORT

2552

1-46

AIR SERVICES BRANCH

TRAFFIC CLEARANCES DELIVERED

Date.....

AIR CARRIER	R. C. A. F.	U. S.	ITIN.
1 31 61 91	1 31 61	1 31	1 31
2 32 62 92	2 32 62	2 32	2 32
3 33 63 93	3 33 63	3 33	3 33
4 34 64 94	4 34 64	4 34	4 34
5 35 65 95	5 35 65	5 35	5 35
6 36 66 96	6 36 66	6 36	6 36
7 37 67 97	7 37 67	7 37	7 37
8 38 68 98	8 38 68	8 38	8 38
9 39 69 99	9 39 69	9 39	9 39
10 40 70 100	10 40 70	10 40	10 40
11 41 71 101	11 41 71	11 41	11 41
12 42 72 102	12 42 72	12 42	12 42
13 43 73 103	13 43 73	13 43	13 43
14 44 74 104	14 44 74	14 44	14 44
15 45 75 105	15 45 75	15 45	15 45
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17 47 77 107	17 47 77	17 47	17 47
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20 50 80 110	20 50 80	20 50	20 50
21 51 81 111	21 51 81	21 51	21 51
22 52 82 112	22 52 82	22 52	22 52
23 53 83 113	23 53 83	23 53	23 53
24 54 84 114	24 54 84	24 54	24 54
25 55 85 115	25 55 85	25 55	25 55
26 56 86 116	26 56 86	26 56	26 56
27 57 87 117	27 57 87	27 57	27 57
28 58 88 118	28 58 88	28 58	28 58
29 59 89 119	29 59 89	29 59	29 59
30 60 90 120	30 60 90	30 60	000084

TRANSLATION
MS

LIBERTY EQUALITY FRATERNITY

FRENCH REPUBLIC

PARIS

DIRECTION OF ECONOMIC
AND FINANCIAL AFFAIRS

The Ministry of Foreign Affairs present their compliments to the Canadian Embassy and have the honour to state the following:

Through Note No. 432 dated Dec. 12, this Embassy informed the Ministry of Foreign Affairs of the wish of the Canadian Government that the French Government send to Canada the Members of the French Commission of Inquiry which investigated the accident that occurred to the aircraft DC.4 of the Curtiss Reid Airlines at Mont Obiou on Nov. 15, 1950.

The Ministry of Foreign Affairs have the honour to inform the Canadian Embassy that the French Government thank the Canadian Government for this invitation which will be kept by Mr. Bellonte, Chief of "Service Enquêtes-Sécurité", Department of Public Works, Transport and Tourist Trade (Secretariat General, Civil and Commercial Aviation) and President of the Commission of Inquiry, and Mr. Carour, Engineer of Air Navigation and Rapporteur of the said Commission. They ^{will} expect to arrive in Canada during the second half of January.

The Ministry of Foreign Affairs would be grateful to the Canadian Embassy if they would advise them if this date is agreeable to the Canadian Government./.

Yours, etc.

(INITIALLED)

Stamped

Jan. 2, 1951.

CANADIAN EMBASSY
IN PARIS

translation
MS

(COPY)

127

LIBERTY EQUALITY FRATERNITY

FRENCH REPUBLIC

MINISTRY OF FOREIGN AFFAIRS PARIS

PROTOCOL

HIS EXCELLENCY

GENERAL GEORGE P. VANIER

AMBASSADOR OF CANADA

IN PARIS

Dear Sir,-

I wish to thank you for your letter expressing your gratitude for the assistance given by the French authorities at the time of the air catastrophe which so cruelly affected the Canadian families whose members met death at Mont Obiou.

I wish to state that I conveyed this mark of sympathy to Messrs. the Prefets of Isère and Hautes-Alpes which will be greatly appreciated by them./.

Yours, etc.

for the Minister

(signed for)

MINISTER PLENIPOTENTIARY
Chief of Protocol Service

Jan. 2, 1951.

CTT/35

5002-257 ✓

126

Ottawa, January 23, 1951.

REGISTERED

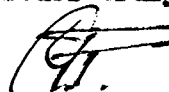
Mr. Wilfrid Desjardins, K.C.,
Barrister & Solicitor,
81 St. Peter Street,
Quebec, P.Q.

Dear Sir,

As requested in your letter of January 17, 1951, we are enclosing a copy of Operating Certificate No. 970 which was issued to Curtiss-Reid Flying Service, Limited, to cover their International Non-Scheduled Charter Commercial Air Service.

Our delay in replying to your request is regretted.

Yours truly,



(C. T. Travers),
Superintendent, Air Regulations.

Encl.



125
5002-257 ✓


O t t a w a,
January 20, 1951.

Vernon F. C. Hardy, Esq.,
42 St. Georges,
White Lion Road,
Amersham Common,
Bucks, England.

Dear Sir:

In answer to your request for information
concerning the financial position of the widow of the
late Roderick MacIsaac, we are pleased to forward a copy
of a letter received from the Crown Trust Company, Montreal,
Quebec.

Yours truly,


(C. T. Travers),
Superintendent, Air Regulations.

Encl.

HWF/VMA

Deliver to: CHANNING M. A. T. Cowley

Room:.....

..... J.R. Baldwin

Room:.....

Remarks: To note.

Jan. 19/51

A.T.B. 16

Conley

THE DEPARTMENT OF EXTERNAL AFFAIRS

OTTAWA, January

To:

The Chairman, Air Transport Board

The documents described below are attached for your information

or for any action you consider necessary: Passenger facilities at
Nandi Airport.

Form Despatch No. 41 from Paris dated January 10, 1951

Also referred to:

Letter from the French Ministry of Foreign
Affairs (Protocol) to the Ambassador, dated
January 2, 1951 (Curtis Reid Air Crash and
enquiry relating thereto)

Note from the French Ministry of Foreign Affairs
(Direction des affaires Economiques et
Financieres) dated January 2, 1951.

J.A. IRWIN/LSTA

A.D.P. HEENEY

Under-Secretary of State
for External Affairs

ENTERED
ON CARDS

No. 8 Bldg.

000090

MINISTERE
DES
AFFAIRES ETRANGERES

LIBERTE EGALITE FRATERNITE

REPUBLIQUE FRANCAISE

PARIS

122

Le Ministère des Affaires Etrangères présente ses compliments à l'Ambassade du Canada et a l'Honneur de lui exposer ce qui suit:

Par note No. 432 en date du 12 décembre, cette Ambassade a bien voulu faire part au Ministère des Affaires Etrangères du désir du Gouvernement canadien de voir le gouvernement français envoyer au Canada les membres de la commission d'enquête française qui a eu à connaître de l'accident survenu le 15 novembre 1950 au Mont Obiou à l'avion DC.4 de la Compagnie Curtiss Reid Airlines.

Le Ministère des Affaires Etrangères a l'honneur de faire savoir à l'Ambassade du Canada que le Gouvernement français remercie le Gouvernement canadien de cette invitation à laquelle se rendront M. Bellonte, Chef du Service Enquêtes-Sécurité au Ministère des Travaux Publics, des Transports et du Tourisme (Secrétariat Général à l'Aviation Civile et Commerciale) et Président de la Commission d'enquête, et M. CAROUR, Ingénieur de la Navigation Aérienne et Rapporteur de ladite Commission. Les intéressés envisagent d'arriver au Canada dans la deuxième quinzaine de janvier.

Le Ministère des Affaires Etrangères serait reconnaissant à l'Ambassade du Canada de bien vouloir lui faire savoir si cette date agréée au Gouvernement canadien et saisit cette occasion pour lui renouveler les assurances de sa très haute considération./.

(Initialled)
Stamped

2 janvier 1951

AMBASSADE DU CANADA

A PARIS

MF/HP

MINISTERE
DES
AFFAIRES ETRANGERES

LIBERTE EGALITE FRATERNITE
REPUBLIQUE FRANCAISE
PARIS 121

PROTOCOLE

Monsieur l'Ambassadeur

Je vous remercie de la lettre par laquelle vous avez bien voulu exprimer votre gratitude pour le concours apporté par les autorités françaises à l'occasion de la catastrophe aérienne qui a atteint si cruellement les familles canadiennes dont les membres ont trouvé la mort dans le massif de l'Obion.

Je tiens à vous dire que je n'ai pas manqué de porter à la connaissance de MM. les Préfets de l'Isère et des Hautes-Alpes ce témoignage de sympathie auquel ils seront très sensibles./.

Veuillez agréer, Monsieur l'Ambassadeur, les assurances de ma très haute considération.

pour le Ministre

(signed for)

LE MINISTRE PLENIPOTENTIAIRE
Chef du Service du Protocole

2 janvier 1951

SON EXCELLENCE

MONSIEUR LE GENERAL GEORGE P. VANIER
AMBASSADEUR DU CANADA A PARIS.



DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

120 ²
9-49

Ottawa, January 18, 1951.

YOUR FILE	SUBJECT	PLACE	DATE
5002-257	Curtiss-Reid accident in France		
			OUR FILE

MEMORANDUM TO: A/V/M A.T. Cowley
Director of Air Services

47497

Re: French Board of Inquiry and attached file

This was discussed at some length this morning with the Minister who has decided that we should take the following steps at once.

- (1) Prepare specific programme for clearance with French Board including places and dates of sittings; draft announcement for the newspapers and list of newspapers in which announcement should appear.
- (2) Prepare for his signature personal letters to Archbishops Leger and Roy (Montreal & Quebec), to be sent as soon as details of time and place are known, informing them of the hearing.
- (3) Insure that copy of notice of hearing is sent directly from the Civil Aviation Division to the Cleric Bourassa in Sherbrooke.
- (4) Proceed as indicated in matter of costs.
- (5) Agree among ourselves for discussion with French Board of Inquiry on advice we should offer with regard to nature of evidence to be admitted. Presumably this will be governed by the rules of procedure of the French Board. If possible he felt Fournier should ascertain and advise us on what these rules of procedure are.

In particular he thought that the question of hearsay evidence should come up and that we should have some understanding in advance as to how it was to be treated. Normally this is not admitted in any judicial proceeding. In this particular case while the French rules of procedure must apply, he did not wish any public impression to be created of refusing to admit evidence or hear complaints and he felt this problem would have to be discussed with the members of the French Board so that this impression would be avoided.

Further, he felt that individuals might bring forward



000093

119

- 2 -

evidence purporting to relate to the actual safety of operation of Curtiss-Reid which might be dubious under rules of procedure in not relating to the particular flight when the accident took place but to other times and places. He felt that perhaps there might be some informal agreement to rule out any such evidence which did not relate to the actual flight or to operations in the period immediately proceeding, e.g. the two or three weeks before the accident.

You may wish to get hold of Fournier and have him come up for preparation of material in accordance with the foregoing. I will be glad to discuss it with you whenever you wish.

J.R.B.

J. R. Baldwin.

No use of subpoenas unless absolutely necessary

CAR

Pls have Mr. Fournier report to Ottawa. ^{Also} ~~and~~ work out procedure to be followed and take action as indicated in memo. above.

H. 20/1/51

C.A.R.

Have phoned Fournier who will be here Tues Jan 23rd 20/1/51.

178
METROPOLITAN LIFE INSURANCE COMPANY

FREDERICK H. ECKER, *Chairman of the Board*

LEROY A. LINCOLN, *President*

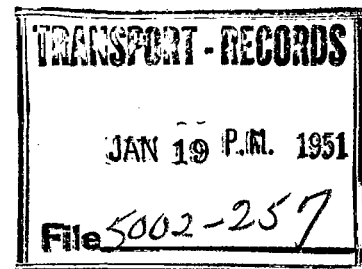
CANADIAN HEAD OFFICE
OTTAWA, CANADA

CLAIM DIVISION
ARTHUR S. BOUKINOT
MANAGER

January 18, 1951

Re: Curtiss Reid Aircraft CF-EDN Crash - France
- November 13, 1950

Mr. C. T. Travers
Superintendent, Air Regulations
Civil Aviation Division
Department of Transport
Ottawa, Ontario



39434

Dear Mr. Travers:

I wonder if you have obtained a copy of the report concerning the accident which you hoped to get from your representative attending the proceedings of the Court of Inquiry. Could a copy of this be made available to us?

Would you tell us how we could obtain a copy of the passenger list, or alternatively assurance that the following persons were on the passenger list for the ill-fated trip.

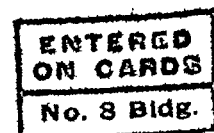
Clermont, Odila
Giroux, Paul E.
Maroulis, Stratos
Michaud, Alice M.
Michaud, Alphonse

Paquet, J. Oscar
Pelletier, Arthur
Provencher, J. Antoine
Timmons, Ernest

Yours sincerely,

Reid H. Wilson
Section Head
Claim Division

RHW/P



000096

DEPARTMENT OF TRANSPORT

OFFICE SERVICES BRANCH

REFERENCE SLIP

29
4-48

FILE NUMBER 5002-257 SERIAL NUMBER 39443

CHARGED TO Mr. Baldwin A.T.B. DATE 17-1

DATE (1)	ROUTED TO (2)	INITIALS (3)	DATE (4)
20-1	D. A. S.	JS	
	C. C. A.	D	
	C. A. R. ②	TT	
	Records ①	JS	
	Translation ①		

INITIAL COLUMN 3 TO ENSURE EFFICIENT DISTRIBUTION SERVICE. COLUMN 4 SHOULD SHOW DATE DOCUMENT LEFT YOUR OFFICE. USE COLUMN 2 FOR ADDITIONAL REFERENCES.

THIS FORM WILL BE DESTROYED WHEN PAPERS ARE BEING FILED. THEREFORE THE ATTACHED DOCUMENT SHOULD BEAR YOUR INITIALS AS WELL AS ALL MINUTES OR RECORDS OF A PERMANENT NATURE.

000097

116

LOAR
CUA
CAR

THE DEPARTMENT OF EXTERNAL AFFAIRS

OTTAWA, January 18, 1951

EXT 67	RECORDS
JAN 19 1951	
File	5002-257

To:

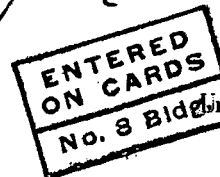
The Minister of Transport (Air)

The documents described below are attached for your information **39443**
or for any action you consider necessary: Passenger facilities
at Nandi Airport.

Also referred to:

*Enclosures do
not relate to
Nandi Airport*
*Re copy
Wrou's*
Jo

*Accident
CFEDN*



A.D.P. HEENEY
Under-Secretary of State
for External Affairs

J. A. Irwin-1sta

Dr. Baldwin
ATB
17-1

NO. 8 1198
ON CARD
ENTERED

MINISTRY OF FOREIGN AFFAIRS

LIBERTY EQUALITY FRATERNITY

FRENCH REPUBLIC 115

PARIS

DIRECTION OF ECONOMIC
AND FINANCIAL AFFAIRS

The Ministry of Foreign Affairs present their compliments to the Canadian Embassy and have the honour to state the following:

Through Note No. 432 dated Dec. 12, this Embassy informed the Ministry of Foreign Affairs of the wish of the Canadian Government that the French Government send to Canada the Members of the French Commission of Inquiry which investigated the accident that occurred to the aircraft DC.4 of the Curtiss Reid Airlines at Mont Obiou on Nov. 15, 1950.

The Ministry of Foreign Affairs have the honour to inform the Canadian Embassy that the French Government thank the Canadian Government for this invitation which will be kept by Mr. Bellonte, Chief of "Service Enquêtes-Sécurité", Department of Public Works, Transport and Tourist Trade (Secretariat General, Civil and Commercial Aviation) and President of the Commission of Inquiry, and Mr. Carour, Engineer of Air Navigation and Rapporteur of the said Commission. They expect to arrive in Canada during the second half of January.

The Ministry of Foreign Affairs would be grateful to the Canadian Embassy if they would advise them if this date is agreeable to the Canadian Government./.

Yours, etc.

(Initialed)

Stamped

Jan. 2, 1951.

CANADIAN EMBASSY
IN PARIS

LIBERTY EQUALITY FRATERNITY
FRENCH REPUBLIC 114

MINISTRY OF FOREIGN AFFAIRS

PARIS

PROTOCOL

HIS EXCELLENCY

GENERAL GEORGE P. VANIER

AMBASSADOR OF CANADA

IN PARIS

Dear Sir,-

I wish to thank you for your letter expressing your gratitude for the assistance given by the French authorities at the time of the air catastrophe which so cruelly affected the Canadian families whose members met death at Mont Obiou.

I wish to state that I conveyed this mark of sympathy to Messrs. the Prefets of Isère and Hautes-Alpes which will be greatly appreciated by them./.

Yours, etc.

for the Minister

(signed for)

MINISTER PLENIPOTENTIARY
Chief of Protocol Service

Jan. 2, 1951.

BY AIR BAG

PLICATE

CANADIAN EMBASSY

PARIS, January 10, 1951
113

No. 41

To the Secretary of State for External Affairs,
Ottawa.

I transmit herewith **2** copies of the document(s)
listed below.

R. M. Macdonnell

(For the Ambassador)

DOCUMENTS AND DATE	SUBJECT
Letter from the French Ministry of Foreign Affairs (Protocol) to the Ambassador, dated January 2, 1951.	Curtiss Reid air crash and enquiry relating thereto
Note from the French Ministry of Foreign Affairs (Direction des Affaires Economiques et Financières), dated January 2, 1951.	

FCL/AR.

LIBERTE EGALITE FRATERNITE 1/2

MINISTERE
DES
AFFAIRES ETRANGERES

REPUBLIQUE FRANCAISE

PARIS

DIRECTION DES AFFAIRES ECONOMIQUES
ET FINANCIERES

Le Ministère des Affaires Etrangères présente ses compliments à l'Ambassade du Canada et a l'honneur de Lui exposer ce qui suit :

Par note No.432 en date du 12 Décembre, cette Ambassade a bien voulu faire part au Ministère des Affaires Etrangères du désir du Gouvernement canadien de voir le Gouvernement français envoyer au Canada les membres de la commission d'enquête française qui a eu à connaître de l'accident survenu le 15 Novembre 1950 au Mont Obiou à l'avion DC.4 de la Compagnie Curtiss Reid Airlines.

Le Ministère des Affaires Etrangères a l'honneur de faire savoir à l'Ambassade du Canada que le Gouvernement français remercie le Gouvernement canadien de cette invitation à laquelle se rendront M. Bellonte, Chef du Service Enquêtes-Sécurité au Ministère des Travaux Publics, des Transports et du Tourisme (Secrétariat Général à l'Aviation Civile et Commerciale) et Président de la Commission d'enquête, et M. CAROUR, Ingénieur de la Navigation Aérienne et Rapporteur de ladite Commission. Les intéressés envisagent d'arriver au Canada dans la deuxième quinzaine de Janvier.

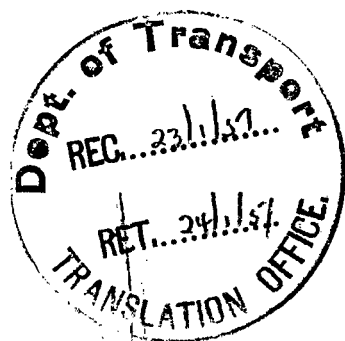
Le Ministère des Affaires Etrangères serait reconnaissant à l'Ambassade du Canada de bien vouloir lui faire savoir si cette date agréée au Gouvernement canadien et saisit cette occasion pour Lui renouveler les assurances de sa très haute considération./.

(Initialled)
Stamped

2 JAN 1951

AMBASSADE DU CANADA

A PARIS



MF/HP

LIBERTE EGALITE FRATERNITE

MINISTERE
DES
AFFAIRES ETRANGERES

REPUBLIQUE FRANCAISE

PARIS

PROTOCOLE

Monsieur l'Ambassadeur

Je vous remercie de la lettre par laquelle vous avez bien voulu exprimer votre gratitude pour le concours apporté par les autorités françaises à l'occasion de la catastrophe aérienne qui a atteint si cruellement les familles canadiennes dont les membres ont trouvé la mort dans le massif de l'Obion.

Je tiens à vous dire que je n'ai pas manqué de porter à la connaissance de MM. les Préfets de l'Isère et des Hautes-Alpes ce témoignage de sympathie auquel ils seront très sensibles./.

Veillez agréer, Monsieur l'Ambassadeur, les assurances de ma très haute considération.

pour le Ministre

(signed for)

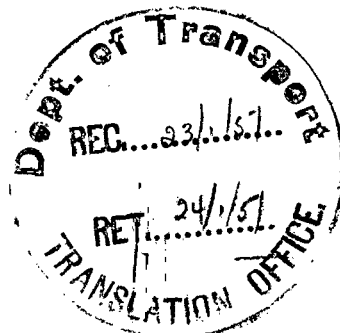
LE MINISTRE PLENIPOTENTIAIRE
Chef du Service du Protocole

SON EXCELLENCE

MONSIEUR LE GENERAL GEORGE P. VANIER

AMBASSADEUR DU CANADA A PARIS

2 JAN 1951



000104

Document disclosed under the Access to Information Act
Document divulgué en vertu de la Loi sur l'accès à l'information

Copy Seen by 11
Mr. Boldwin

000105

CONFIDENTIAL 110

THE DEPARTMENT OF EXTERNAL AFFAIRS

OTTAWA, January 17, 1951

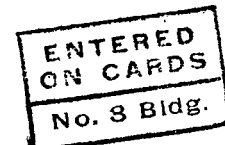
To: The Deputy Minister,
Department of Transport,
Hunter Building.

47498

The documents described below are attached for your information
or for any action you consider necessary:

Copy of 16 to Paris.

Also referred to:



P. L. Henry

Under-Secretary of State
for External Affairs

EXT. 67

18/1/51

000106

EXT. 97.

MESSAGE FORM OUTGOING

FILE REF.

SECURITY CLASSIFICATION

CONFIDENTIAL

FROM: THE SECRETARY OF STATE FOR EXTERNAL AFFAIRS, CANADA

TO: THE CANADIAN AMBASSADOR TO FRANCE, PARIS

DUPLICATE

Message To Be Sent

EN CLAIR

CODE

CYPHER AUTO X

Degree of Priority

ORIGINATOR

Sig.

Typed: J.A. Irwin/GM

Div. Economic

Local Tel. 3926

APPROVED BY

Sig. H.O. MORAN

Typed: AFM Plumptre

Is This Message

Likely To Be Published

Yes () No ()

Internal Distribution:

U.S.S.E.A.

Done

Date

Copies Referred To:

Transport
A.T.B.

No. 16

Date

January 15, 1951

For Communications Office Use Only

SENT -- JAN 16 1951

Your Telegram No. 3 of January 4th,

1951. Inquiry into Curtiss-Roid Accident.

1. Second half of January will be convenient for visit of French Court of Inquiry. Please let us have as soon as possible details of their travel arrangements.

2. Also please advise whether the Court has considered where and when they would like to hold sittings in Canada. If they have not, repeat not, would they wish us to arrange these or would they prefer to leave the question for discussion after their arrival?

3. Text of a press release on the visit will be forwarded by bag.

SECRETARY OF STATE
FOR EXTERNAL AFFAIRS

Done

Date

49-P-274-100M

000107

Wilfrid Desjardins, K.C.

BARRISTER & SOLICITOR

81 ST. PETER ST.

QUEBEC

VAR

Jan. 17th 1951.

TRANSPORT - RECORDS
JAN 20 1951
File 5802-257

C. Travers, Esq.,
Superintendent Air Regulations,
Department of Transport, Bldg No. 3,
OTTAWA.

39518

Dear Sir:-

Would you be kind enough to send
me copy of the operating certificate of the
Curtiss-Reid plane, which crashed in France?

I thank you in anticipation for
all your trouble.

Yours very truly,

Wilfrid Desjardins
WILFRID DESJARDINS

WD/MAR.



[Handwritten mark]

[Handwritten signature]
000109



DEPARTMENT OF
EXTERNAL AFFAIRS
CANADA

Urgent
DAS
12/1/51
C.P. Edwards
CONFIDENTIAL

REPLY TO BE ADDRESSED TO:
THE UNDER-SECRETARY OF STATE
FOR EXTERNAL AFFAIRS
OTTAWA

47199

OTTAWA, January 15, 1951.

To: The Deputy Minister,
Department of Transport (Air Services),
O t t a w a.

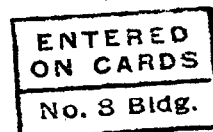
With reference to your letter of January 10th, 1951, concerning the proposed visit to Canada of the French Court of Inquiry in the recent Curtiss-Reid aircraft accident, I enclose copy of a telegram of today's date to our Embassy in Paris. You will note that we have asked for details of the Court's travel arrangements and for certain other information concerning their plans while in Canada.

With respect to paragraph 3 of your letter of January 10th, we will be glad to arrange for hotel accommodation for the members of the Court of Inquiry. As for other arrangements concerning their reception, we doubt whether this Department need be involved, since governmental relations with the Court of Inquiry, while in Canada, will presumably be maintained through your Department or perhaps through the Air Transport Board. If you agree, we will leave the question of reception arrangements to be settled between yourself and the Chairman of the Air Transport Board.

Note:

*These details were discussed
with External over the
phone and subsequently
with the Chairman ATB.
No further action necessary.*

*C.T.
13³/51*



Heehran
A.D.P. Heeney,
Under-Secretary of State
for External Affairs.

106
EXT. 97.

MESSAGE FORM
OUTGOING

FILE REF.		

SECURITY CLASSIFICATION
CONFIDENTIAL

FROM: THE SECRETARY OF STATE FOR EXTERNAL AFFAIRS, CANADA

TO: THE CANADIAN ALBASSADOR TO FRANCE, PARIS

<p>Message To Be Sent</p> <p>EN CLAIR <input type="checkbox"/></p> <p>CODE <input type="checkbox"/></p> <p>CYPHER <input checked="" type="checkbox"/></p> <p>Degree of Priority</p> <p>ORIGINATOR</p> <p>Sig.</p> <p>Typed: J.A. Irwin/GM</p> <p>Div. Economic</p> <p>Local Tel. 3926</p> <p>APPROVED BY</p> <p>Sig. R. G. ...</p> <p>Typed: AFM Plumptre</p> <p>Is This Message Likely To Be Published</p> <p>Yes () No ()</p> <p>Internal Distribution:</p> <p>U.S.S.E.A.</p> <p>Done</p> <p>Date</p> <p>Copies Referred To:</p> <p>Transport</p> <p>A.T.B.</p> <p>Done</p> <p>Date</p>	<p>No.</p> <p>Date</p> <p>January 15, 1951</p> <p>For Communications Office Use Only</p> <p>Your Telegram No. 3 of January 4th, 1951. Inquiry into Curtiss-Reid Accident.</p> <p>1. Second half of January will be convenient for visit of French Court of Inquiry. Please let us have as soon as possible details of their travel arrangements.</p> <p>2. Also please advise whether the Court has considered where and when they would like to hold sittings in Canada. If they have not, repeat not, would they wish us to arrange these or would they prefer to leave the question for discussion after their arrival?</p> <p>3. Text of a press release on the visit will be forwarded by bag.</p> <p>SECRETARY OF STATE FOR EXTERNAL AFFAIRS</p>
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DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

Rm. 44, Trans-Atlantic Administration Bldg.,
Montreal Airport, Dorval, Que., Jan. 15, 1951.

PLACE

DATE

11-48

YOUR FILE

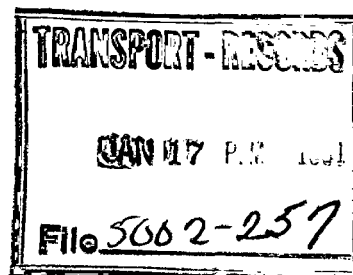
SUBJECT

5002-257 (CAR)

OUR FILE

5002-30

Director of Air Services,
Department of Transport,
Ottawa, Ontario.



Attention: Superintendent, Air Regulations

39145

1. Reference is made to your letter of December 27, 1950, forwarding to this office an enquiry submitted by the Civil Aviation and Communications Attache, at London, regarding the Widow of Roderick MacIsaac victim in the air crash of DC4 CF-EDN on November 13, 1950, in the French Alps.

2. In this connection, please find attached a copy of a letter received from the Crown Trust Company which will be found self-explanatory.

J. P. Fournier,
for District Controller, Air Services.

JPF:AR
Enc.

(11)

1. The Commission has received a request from the Canadian Red Cross Society (CRCS) for access to certain documents held by the Commission.

2. The request is for access to documents relating to the Commission's activities in the field of human rights.

3. The Commission has reviewed the request and has determined that the documents requested are not subject to the provisions of the Access to Information Act. The documents are considered to be in the public interest and are therefore accessible to the public.

4. The Commission has therefore granted the request for access to the documents. The documents are being made available to the CRCS for its use in its activities.

5. The Commission has also determined that the documents are not subject to the provisions of the Access to Information Act.

6. The Commission has therefore granted the request for access to the documents.

AT
17/1
000113

CROWN TRUST COMPANY

January 10, 1951.

Mr. J. P. Fournier,
Room 44,
TransAtlantic Bldg.,
Dept. of Transport,
Dorval Airport, Que.

Dear Mr. Fournier:

Re: Estate Roderick M. MacIsaac

As requested during our recent telephone conversation we wish to advise that our Company is acting as Agent for the estate of the late Roderick MacIsaac, and in turn assisting Mrs. MacIsaac with her own affairs. To the best of our knowledge she is not a charge of the State and not in immediate need of financial assistance.

Yours faithfully,

(sgd) H. F. Kerrigan,
Manager

D.A.S

103.

Minute ① to Memorandum January 15, 1951.

It is recommended that we proceed in conformity with the following assumptions:

Procedures That the French Court will lay down its own procedures, but that witnesses will be sworn in and if necessary subpoenaed by an accredited representative of DOT. This may necessitate appointing Inspector Fournier a one man board of inquiry to work with the French Court in carrying out these duties.

Costs That DOT will pay costs of transporting the court and its attendants to and from Canada and all their living expenses while they are here, plus court rooms, witness fees, etc. As soon as the size of the group coming to Canada is known an effort will be made to estimate the cost and authority of Treasury to make the necessary expenditure will be sought. Mr. Allan recommends that we ask for an arbitrary sum, say \$5,000.00 in case expense accounts start to come in soon after the court arrives in Canada as seems quite possible.

Itinerary That it be suggested to the court to hold a preliminary sitting in Montreal and their final sitting in Quebec City, unless the court itself has made other arrangements.

LW 16/51

Mr. Baldwin

For consideration 12/5.

J. 16/51

(Official notification
Barrassa official
Roy & Legu - mutual letter)

Ascertain what rules
re hearsay
relation to accident
or general safety
admitted
only close
related in
time
Bd will do
let in
just let
Bd rule
and in
finding

000115



DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

102 ²/₂₋₅₀

Ottawa, Ontario, January 15, 1951.
PLACE DATE

YOUR FILE	SUBJECT	OUR FILE
	Visit of the French Court of Enquiry to Canada.	5002-257 (CAR)

47502


MEMORANDUM FOR FILE:

1. With reference to folio below and the D.A.S.'s letter of January 10, 1951, the undersigned called Mr. Irwin regarding the visit of the French Court of Enquiry.
2. Mr. Irwin, who had not received the letter, agreed to send a cablegram to the Canadian Embassy requesting prompt advice of the date of arrival of the French representatives.
3. Mr. Irwin believed that the cost of this visit would be borne by the Department of Transport and suggested that we might therefore wish to make hotel reservations ourselves but that External Affairs would be glad to assist if space was not immediately available.
4. A further announcement of the dates on which the Court of Enquiry will hold its hearings will be prepared as soon as this information is available but it is requested that instructions may be given on the procedure to be followed at such hearings since the reference to admission of the public and advertisements in the Montreal and Quebec City newspapers suggests a different procedure from that of a Departmental Board of Enquiry.
5. In the above connection, it may be mentioned that Mr. Wilfrid Desjardins, K.C., of 81 St. Peters Street, Quebec, who is acting for families of deceased pilgrims, visited this office last week and appeared to be extremely anxious to co-operate in any further proceedings. He had taken steps to preserve all records and documents, forwarded to the Liaison authorities from France, in the Court House at Quebec and has taken this step to prevent their misuse by unauthorized persons. It might therefore be desirable to hold the hearings in Quebec City after a preliminary investigation of the records had been made in Montreal by the Court of Enquiry. It is suggested that the A.T.B. would also be consulted for assistance in making suitable arrangements for a hearing of these statements and presentation of documentary evidence.

H. C. T. Travers
H(C. T. Travers),
Superintendent, Air Regulations.

MINUTE TO: DIRECTOR OF AIR SERVICES

101

 It has been suggested, by the Minister's Secretary, that the Minister himself might be interested in this agreement to the second half of January for the opening of the French Court of Enquiry in Canada.



(C. T. Travers),
Superintendent, Air Regulations.

Mr. Baldwin

Pls clear before dispatch.

000117

26. 11/51

100

OK JPB
Minister, however, wishes
us to ascertain dates of sittings / should
this be mentioned in letter (?), + to prepare
further announcement of dates + places
+ invitation to public, and to
ensure that it gets into all
Montreal + Quebec City
daily papers.

CAR
Pls process.
J.G. 10/1/51

JPB

5002-257

January 10, 1951.

Dear Sir:

In reply to your letter of January 6, 1951, enclosing Telegram No. 3 of January 4th, from the Canadian Ambassador in Paris, you are advised that the second half of January will be convenient for the visit of the French Court of Enquiry to Canada in connection with the recent Curtiss-Reid accident.

Inspector J. P. Fournier will be instructed to hold himself in readiness to continue in his capacity of Observer and to prepare, as far as possible, for the visit of the Court.

It would be appreciated if suitable arrangements could be made for hotel accommodation and the reception of the French officials who, it is understood, showed every consideration to Mr. Fournier, the Canadian representative, during his visit to France.

As requested, enclosed, herewith, is a copy of the Press Release concerning the forthcoming visit of the French Court of Enquiry.

Yours faithfully,

Original Signed by
A. T. COWLEY

(A. T. Cowley),
Director of Air Services.

Encl.

The Under-Secretary of State
for External Affairs,
Ottawa, Ontario.

WVG/VMA



EXTERNAL AFFAIRS
CANADA

REPLY TO BE ADDRESSED TO:
THE UNDER-SECRETARY OF STATE
FOR EXTERNAL AFFAIRS
OTTAWA

5002-257
98
~~CONFIDENTIAL~~

*downgraded
after consultation with
Ext. aff. by Mr. Travers.*

OTTAWA, January 6, 1951.

47500

To: The Deputy Minister,
Department of Transport (Air Services),
O t t a w a.

Enclosed herewith is copy of Telegram No.
3 of January 4th, 1951, from the Canadian Ambassador
in Paris concerning our proposal for a visit to Canada
of the French Court of Inquiry in the recent Curtiss-
Reid aircraft accident.

You will note that the French authorities
have enquired whether the second half of January
would be acceptable to us for the time of the Court's
visit to Canada. Would you let me know if you are
agreeable to this.

In connection with a further question in
the enclosed telegram, I would be pleased if you would
let me have a copy of the press release recently issued
by your Department concerning the proposed visit of
the Court of Inquiry.

C. P. Edwards
8/1/51

Das

A.D.P. Heeney

for

A.D.P. Heeney,
Under-Secretary of State
for External Affairs.



000120

97

T E L E G R A M

FROM: THE CANADIAN AMBASSADOR, PARIS

TO: THE SECRETARY OF STATE FOR EXTERNAL AFFAIRS, CANADA

CYPHER - AUTO

CONFIDENTIAL

NO. 3

PARIS, January 4, 1951
(Rec'd Jan. 5, 1951)

Confidential. Our telegram No. 462 of December 29th. Inquiry into Curtiss-Reid accident.

French authorities today sent us a formal note confirming information in my telegram No. 462. They have inquired if second half of January would be acceptable to Canadian authorities. I should also appreciate knowing if any public statement has been made in Canada concerning arrival of French court of inquiry.

CANADIAN AMBASSADOR

MEMORANDUM
AIR TRANSPORT BOARD

OTTAWA.....January 8, 1951

A/V/M Cowley

CAH

I assume you will be preparing a reply
to External Affairs.



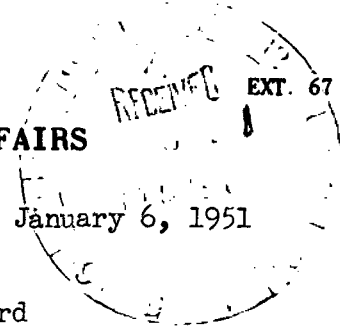
J.R.Baldwin

000122

93

THE DEPARTMENT OF EXTERNAL AFFAIRS

OTTAWA, January 6, 1951



To:

The Chairman, Air Transport Board

The documents described below are attached for your information
or for any action you consider necessary:

Also referred to:

Ec: J.A. Irwin/GM

A.D.P. HEENEY

Under-Secretary of State
for External Affairs

000123

~~CONFIDENTIAL~~

OTTAWA, January 6, 1951.

To: The Deputy Minister,
Department of Transport (Air Services),
O t t a w a.

Enclosed herewith is copy of Telegram No.
3 of January 4th, 1951, from the Canadian Ambassador
in Paris concerning our proposal for a visit to Canada
of the French Court of Inquiry in the recent Curtiss-
Reid aircraft accident.

You will note that the French authorities
have enquired whether the second half of January
would be acceptable to us for the time of the Court's
visit to Canada. Would you let me know if you are
agreeable to this.

In connection with a further question in
the enclosed telegram, I would be pleased if you would
let me have a copy of the press release recently issued
by your Department concerning the proposed visit of
the Court of Inquiry.

A. D. P. Heeney

JS
A.D.P. Heeney,
Under-Secretary of State
for External Affairs.

97

T E L E G R A M

FROM: THE CANADIAN AMBASSADOR, PARIS

TO: THE SECRETARY OF STATE FOR EXTERNAL AFFAIRS, CANADA

CYPHER - AUTO

CONFIDENTIAL

NO. 3

PARIS, January 4, 1951
(Rec'd Jan. 5, 1951)

Confidential. Our telegram No. 462 of December 29th. Inquiry into Curtiss-Reid accident.

French authorities today sent us a formal note confirming information in my telegram No. 462. They have inquired if second half of January would be acceptable to Canadian authorities. I should also appreciate knowing if any public statement has been made in Canada concerning arrival of French court of inquiry.

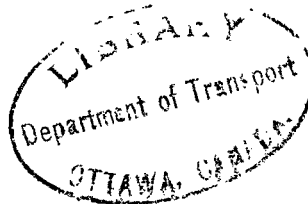
CANADIAN AMBASSADOR

92

38571

EX-101-RECORDS
JAN 12 1951
5002-257

Handwritten initials: UAR



To Hold Crash Probe In Canada

OTTAWA, Jan. 2 — (CP) — The French government's board of inquiry investigating the wreck of a Canadian airplane carrying Holy Year pilgrims home from Rome will sit in Canada shortly, Transport Minister Chevrier announced today. The plane, the "Canadian Pilgrim," crashed in the French Alps Nov. 13 with loss of 58 lives. It was on the way from Rome to Paris.

Mr. Chevrier said the French board of inquiry had accepted his invitation to hold sittings in Canada with a view to getting fullest information on the accident. Time and place of sittings will be announced later, he said.

The minister noted that J. P. Fournier, aviation inspector with

the Transport Department, has been following the investigation in France as an official observer.

Handwritten initials: H.

Handwritten signature and initials: J. P. Fournier

891

DDM/SFT

5002 - 257

OTTAWA, Ontario,
January 3rd, 1951

Continental Casualty Company,
Edificio Star,
231 Quost Rue St-Jacques,
MONTREAL, P.Q.

Gentleman: Attention: Mr. H. Allard,
 Claims Supervisor

With reference to your letter of December 27th, you are advised that the enquiry into the accident of Douglas C-54 aircraft CF-EDN (Canadian Pilgrim) is being officially carried out by the French Aeronautical authorities and that a copy of their findings has not yet been made available.

It is expected that it will be some time yet before the French Board of Enquiry will be completed.

Yours very truly,

(R. Dodds)

(R. Dodds),
Controller of Civil Aviation.

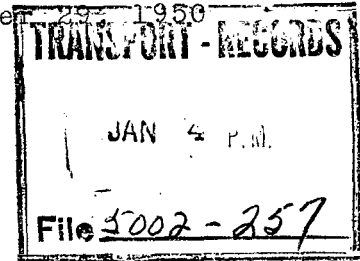
[Handwritten signature]

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TRANSLATION

AH

Sherbrooke, December 29, 1950



Department of Transport,
Ottawa.

37614

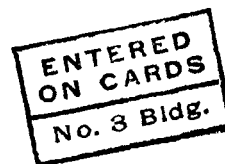
Sir,

I request that an enquiry be held in connection with the tragedy of Mount Obiou in the French Alps, by a Board composed of lawyers and a Judge.

Mrs. Wilfrid Lamontagne

16 Queen St. North,
Sherbrooke, P.Q.

*(cc'd letter from Mrs. Lamontagne -
same address)
102*

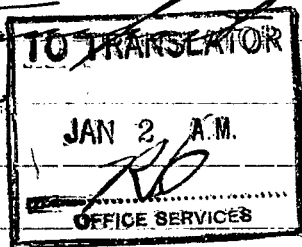


TRANSPORT - RECORDS
JAN 4 A.M.
le _____

89

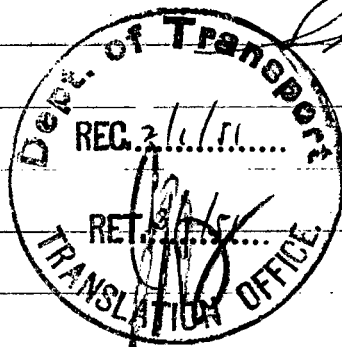
Shubrooke le 29/12/60

Ministère du Transport
Ottawa



Monsieur
je demande, sur la
tragédie de l'Obion
dans les Alpes Françaises,
une enquête ayant des
avocats et un juge
en tête

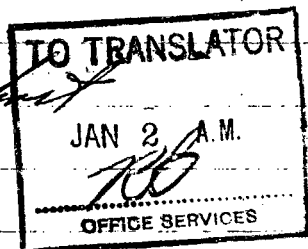
Mme Wilfrid Lamontagne
16 Queen Road
Shubrooke
P. Qué.



88

Shebrooke #29/12/50

Ministère du transport
Ottawa



Monsieur

Je demande une en-
quête ayant des arrets
et à la tête un juge
sur la tragédie de
l'Osier, dans les
Alpes Françaises.

M. Lucide Lamontagne
16 Queen Road
Shebrooke
P. Que.

Reçu
à l'auto

~~H/CCA.~~

88

Pts sur p. 2
on dit 15/12

JS/W.B.
1/12

Ottawa, Ontario, December 27, 1950.

5002-257 (CAR)

District Controller,
Air Services,
Room 44,
Trans-Atlantic Building,
Montreal Airport, Dorval, P. Q.

Attention: District Superintendent, Air Regulations.

1. Further to our telephone conversation, it is requested that you will find out anything that would assist in answering the attached enquiry forwarded by the Civil Aviation and Communications Attache in London.



(C. T. Travers),
Superintendent, Air Regulations.

Attach.

CTT/VMA

TRANSLATION

AH

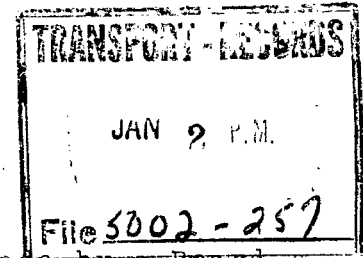
CAR

85.

Sherbrooke, December 24, 1950

Department of Transport,
Ottawa, Ont.

37437



I suggest that an enquiry be made by a Board
of Enquiry composed of lawyers and a judge, in connection
with the air tragedy at Mount Obiou, in which so many
people from Quebec were affected.

Yours truly,

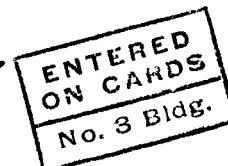
Paul Fontaine

LAW. Would you please suggest a
suitable reply.

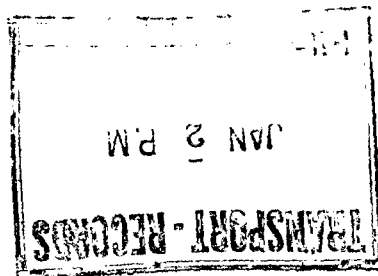
(Ch. 3'1/20

Superintendent, his Regulations.

In view of the submission to Treasury
Board, Mr Fontaine might be
advised, in accordance with the
Treasury Board proposal set out
therein, provided the same is
approved by Treasury Board



Pd.
27.1.51

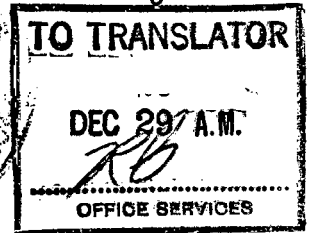
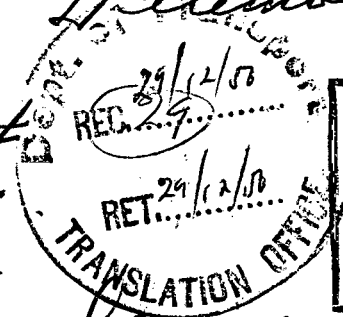


000136
JAN 11 2

STERBROOK

December 24, 50
84

Minister of Transport
Harris
Ottawa

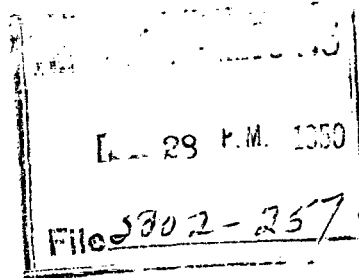


enquête se faire par le gouverne-
ment composé d'agents et d'un groupe
en sujet de la trahison de Haiti
dans "Radio" qui a attaqué tant de
Membres.
Un qui veut la justice
Paul Fontaine



DEPARTMENT OF
EXTERNAL AFFAIRS
CANADA

37058



REPLY TO BE ADDRESSED TO:
THE UNDER-SECRETARY OF STATE
FOR EXTERNAL AFFAIRS
OTTAWA

O t t a w a,
December 27, 1950.

Your file: 5002-257
Our file: 6-XN-40

The Deputy Minister,
Department of Transport,
O t t a w a.

Attention: A.T. Cowley
Director of Air Services

I refer to your letter of December 13 concerning Colonel A.G. Cherrier's report on the crash of the Curtiss-Reid aircraft in France on November 13, and now attach, for the completion of your records, a copy of despatch No. 744 of December 6 from the Canadian Embassy in Rome, together with enclosure which shows changes which should be made to the original list of crash victims.

(A.D.P. Heeney)
Under-Secretary of State
for External Affairs.



82

7/4
December 6, 1950

RESTRICTED

The Ambassador, Canadian Embassy, Rome

Our Despatch No. 696 of November 23, 1950

Crash of DC-4 Skymaster - Curtis-Reid

Following our despatch No. 696 of November 23, 1950, I am enclosing copy of letter prepared by the Military Attaché here, showing changes which should be made in the list of crash victims that was forwarded with the above-mentioned despatch.

JEAN DÉSY

78/1



RESTRICTED

Via Saverio Mercadante, 15,
Rome, Italy. 8/

MAR 6-4-1

4th December, 1950.

Crash of DC-4 Skymaster - Curtis-Roid
13 Nov 50

1 Further to my report on the m/n subject dated 21st November, 1950, and based on a list obtained by our Embassy in Paris from the Court of Enquiry in Grenoble, the following changes should be made in the list of crash victims attached thereto:

(i) Under (a) Identification "Formal":
delete:

31 ROULL, Rev. Germain, OMI
35 DUSSEAU, Mr. Antoine
39 NORMAND, Miss Lucie

(ii) Under (b) Identification "Presumed":
add:

names listed in (i) above, plus under "CREW":

57 JOHNSON, Mrs., nee MacDonald (Hostess)

and delete:

45 GUILBAULT, Miss Eva
49 LEMARD, Abbe Philias

(iii) Under (c) Remains classified "Not Identifiable":
add:

45 Woman X
49 Man X (Trunk)

(iv) Under Persons not Identified:
add:

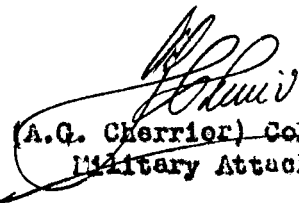
GUILBAULT, Miss Eva
LEMARD, Abbe Philias

and under "CREW" delete:

MACDONALD, Miss (Hostess)

2 In view of the above changes, the table in para 11 of the report should be changed to read as follows:

- (a) 24 "formally" identified
- (b) 21 identifications "presumed"
- (c) 12 not identifiable


(A.G. Cherrier) Colonel
Military Attache

DISTRIBUTION:

Department of National Defence (Army) (2)
Department of External Affairs (2)
File

DEC 13 11 42 AM 1950

80



HEAD OFFICE FOR CANADA - TORONTO

37056

P. P. DE LA BRUÈRE
DIRECTEUR PROVINCIAL

SUCCURSALE PROVINCIALE:
ÉDIFICE STAR: 231 OUEST RUE ST-JACQUES

MONTREAL

5002-257

December 27, 1950.

Mr. R. Dodds,
Controller of Civil Aviation,
Department of Transport,
Ottawa, Ont.

Dear Sir :

Re: Your file #5002-257 -
Canadian Pilgrim

According to your letter of November 22, a representative of your Department was attending the proceedings of the French Court of Enquiry and the investigation carried out by the French Authorities.

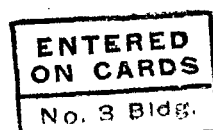
Will you please let us know if this report has been released and if so, would it be possible to let us have a copy of same in order to complete our file.

Thanking you in advance for your co-operation, we remain,

Yours truly,


M. ALLARD
CLAIMS SUPERVISOR

MA/HR



Services de l'Air

79

5002-257

JIL/DA

le 27 décembre 1950

Cher monsieur,

Je me reporte à votre lettre du 14 décembre 1950 au sujet de l'accident de l'avion Curtiss-Roid qui s'est produit le 13 novembre au Mont Obiou, France.

L'enquête faite par les autorités françaises se continue en conformité des procédures standards internationales et il nous est impossible de dire quand l'enquête sera terminée.

Bien qu'un représentant de notre ministère ait assisté à l'enquête initiale en sa qualité d'observateur officiel le rapport sera préparé par les autorités françaises.

Votre tout dévoué,

Original
A.T. COWLEY
J.O.

A.T. Cowley,
Directeur des Services de l'Air

Monsieur Wilfrid Desjardins, C.R.
81, rue Saint-Pierre
Québec, P.Q.

FOR TRANSLATION

78

File: 5002-257

Mr. Wilfrid Desjardins, C.R.,
81, rue St-Pierre,
QUEBEC, P.Q.

Dear Sir:

Reference is made to your letter of December 14th, 1950, regarding the accident of Curtiss-Reid's aircraft which occurred at Mount Obiou, France on November 13th.

Investigation by the French authorities is continuing in accordance with standard international procedures and we are unable to state when this investigation will be completed.

Although a representative from this Department attended the initial investigation in the capacity of an official observer, the report will be prepared by the French authorities.

Yours very truly,

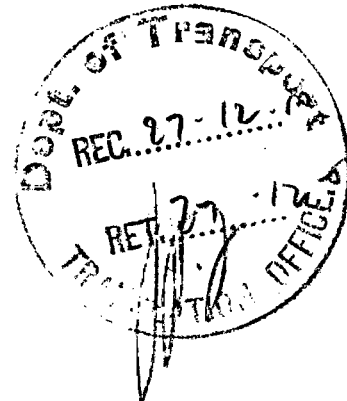


(A.T. Cowley),
Director of Air Services.

NOTE TO TRANSLATION:

Original on Director's letterhead ✓
1 yellow file copy
2 perforated flimsies ✓
2 plain flimsies ✓

Return to P.S.W. room 2109.



10W
000144

PSW/SFT

S P A R E 77

F O R T R A N S L A T I O N

File: 5002-257

Mr. Wilfrid Desjardins, C.R.,
81, rue St-Pierre,
QUEBEC, P.Q.

Dear Sir:

Reference is made to your letter of December 14th, 1950, regarding the accident of Curtiss-Reid's aircraft which occurred at Mount Obiou, France on November 13th.

Investigation by the French authorities is continuing in accordance with standard international procedures and we are unable to state when this investigation will be completed.

Although a representative from this Department attended the initial investigation in the capacity of an official observer, the report will be prepared by the French authorities.

Yours very truly,

(A.T. Cowley),
Director of Air Services.

NOTE TO TRANSLATION:

Original on Director's letterhead
1 yellow file copy
2 perforated flimsies
2 plain flimsies

Return to P.S.W. room 2109.

PSW/SFT

5802-18682

5002-2571 ✓

December 21st, 1950

Messrs. Mendes & Mount,
27 William Street,
NEW YORK 5, New York, U.S.A.

Dear Sirs: Attention: Mr. Charles E. Lewis

Reference is made to your letter of December 14th, 1950, your file No. 109,206, regarding Mr. Orville Alford OLMSTEAD, pilot of Curtiss-Reid aircraft CF-EDN, which crashed in the French Alps on November 13th.

At the time of the accident, Mr. Olmstead was in possession of valid Canadian Public Transport Pilot's Licence and Certificate No. 1395, and held a valid Instrument Rating, dated July 27th, 1950.

Our records do not contain information regarding the total instrument time, total flight time, total time in four-engined aircraft, or total time in DC4 aircraft, and we regret being unable to provide you with these details.

Yours very truly,
Original Signed by
A. T. COWLEY

(A.T. Cowley),
Director of Air Services.

DSAR MONTREAL.

5002-257
~~5002-133~~
JHL/18

le 18 décembre 1960.

Cher monsieur,

J'accuse réception de votre lettre du 6 et je dois vous dire que vous êtes dans le vrai lorsque vous supposez que le contrôle de l'aviation civile au Canada est la responsabilité de mon ministère.

Comme l'accident de l'aéronef "Canadian Pilgrim" de la Curtiss-Wald est survenu en France, par accord international, l'enquête est conduite par les autorités aéronautiques de France. C'est la responsabilité du ministère des Transports de faire enquête sur les accidents d'aéronefs qui se produisent au Canada, et le Canada est représenté par un inspecteur du ministère des Transports en qualité d'observateur auprès de la Commission d'enquête.

Au sujet de la demande du dernier paragraphe de votre lettre, je dois vous dire que toutes les opérations des aéronefs canadiens qui s'occupent du transport aérien sont munis de licence et de certificat de mon ministère.

Sincèrement à vous,

Monsieur Gustave Labelle, d.m.v.
Directeur
Ecole de médecine vétérinaire
de la Province de Québec
ST-MYASIMHE (P.Q.)

FOR TRANSLATION

Files: 5002-257 ✓
~~5258-133~~

OTTAWA, Ontario,
December 18th, 1950

Dear Sir:

I am in receipt of your letter of December 6th and wish to advise you are correct in assuming that the control of civil aviation in Canada is the responsibility of my Department.

Since the accident to Curtiss-Reid's aircraft "Canadian Pilgrim" occurred in France, by international agreement the inquiry is being conducted by French aeronautical authorities. It is the responsibility of the Department of Transport to investigate aircraft accidents which occur in Canada, and Canada is being represented by an Inspector of the Department of Transport as an observer at the French Board of Inquiry.

With regard to the inquiry contained in the last paragraph of your letter, you are advised that all operations by Canadian aircraft engaged in air transport are licensed and certificated by this Department.

Yours faithfully,

Gustave Labelle, Esq., D.V.M.,
Director,
Veterinary Medicine School of
The Province of Quebec,
ST. HYACINTHE, P.Q.

NOTE TO TRANSLATION:

Original on Minister's lhd.
3 file copies (1 for Minister)
2 perforated flimsies
1 plain flimsey

RETURN TO DDM, Room 2109.

LB

FOR TRANSLATION

Files: 5002-257 ✓
~~5258-133~~

OTTAWA, Ontario,
December 14th, 1950

Dear Sir:

I am in receipt of your letter of December 6th and wish to advise you are correct in assuming that the control of civil aviation in Canada is the responsibility of my Department.

Since the accident to Curtiss-Reid's aircraft "Canadian Pilgrim" occurred in France, by international agreement the inquiry is being conducted by French aeronautical authorities. It is the responsibility of the Department of Transport to investigate aircraft accidents which occur in Canada, and Canada is being represented by an Inspector of the Department of Transport as an observer at the French Board of Inquiry.

I can assure you that everything concerning this accident will be thoroughly investigated and we would be glad to have any information you might possess, as implied in the second paragraph of your letter.

With regard to the inquiry contained in the last paragraph, you are advised that all operations by Canadian aircraft engaged in air transport are licensed and certificated by this Department.

Yours faithfully,

Gustave Labelle, Esq., D.V.M.,
Director,
Veterinary Medicine School of
the Province of Quebec,
ST. HYACINTHE, P.Q.

NOTE TO TRANSLATION:

Original on Minister's letterhead
3 file copies (1 for Minister)
2 perforated flimsies
1 plain flimsey

RETURN TO DDM, Room 2109.

604R

Re our phone

2 incl para.

F O R T R A N S L A T I O N

Files: 5002-257 ✓
~~5258-133~~

OTTAWA, Ontario,
December 12th, 1950

Dear Sir:

I am in receipt of your letter of December 6th and wish to advise you are correct in assuming that the control of civil aviation in Canada is the responsibility of my Department.

Since the accident to Curtiss-Reid's aircraft "Canadian Pilgrim" occurred in France, by international agreement the inquiry is being conducted by French aeronautical authorities. It is the responsibility of the Department of Transport to investigate aircraft accidents which occur in Canada, and Canada is being represented by an Inspector of the Department of Transport on the French Board of Inquiry.

I can assure you that everything concerning this accident will be thoroughly investigated and we would be glad to have any information you might possess, as implied in the second paragraph of your letter.

With regard to the inquiry contained in the last paragraph, you are advised that all operations by Canadian aircraft engaged in air transport are licensed and certificated by this Department.

Yours faithfully,

Gustave Labelle, Esq., D.V.M.,
Director,
Vetinary Medicine School of the
Province of Quebec,
ST. HYACINTHE, P.Q.

Note to TRANSLATION:

Original on Minister's letterhead
3 file copies (one for Minister)
2 perforated flimsies
1 plain flimsy.
Return to DDM Room 2109

5002-257
75



OFFICE OF THE

HIGH COMMISSIONER FOR CANADA,

CANADA HOUSE,

LONDON, S.W.1.

December 15th, 1950.

AR. 412/1/2

37212

Dear Sir,

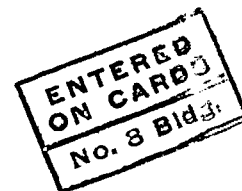
I attach copy of a self-explanatory letter received from Mr. Vernon F.C. Hardy in connection with one Roderick MacIsaac, victim in the air crash of the Canadian Skymaster on November 13th, operated by Curtiss-Reid Flying Services, Ltd. A copy of our reply to Mr. Hardy is also attached, and it would be appreciated if you would provide him with whatever information you might be able to give him.

Yours faithfully,

J.H. Tudhope
(J.H. Tudhope)
Civil Aviation and
Communications Attache.

①
b.A.R.
can we be of any help?
Km 19 12/50

②
A/CCA. Pls see letter 27/12. Notes 10/12/50
The Controller of Civil Aviation,
Department of Transport, *28/12 w.v.g.*
OTTAWA.



74

AR. 412/1/2

December 15th, 1950.

Dear Sir,

In reply to your letter of December 12th, concerning the widow of Roderick MacIsaac, victim in the air crash of November 13th in the Alps, I wish to inform you that we have forwarded a copy of your letter to the Canadian authorities with a request that they reply directly to you.

Yours faithfully,

(Signed) J. H. TUDHOPE

(J.H. Tudhope)
Civil Aviation and
Communications Attache.

Vernon F.C. Hardy, Esq.,
42, St. Georges,
White Lion Road,
Amersham Common,
Bucks.

73

42 St. Georges,
White Lion Road,
Amersham Common,
Bucks.

12th December, 1950

Dear Sir,

I wish to make a private enquiry, regarding the wife and two children of Roderick MacIsaac, Canadian citizen, victim in the fatal air crash of the Canadian Skymaster carrying pilgrims in the Alps on the 13th November.

Roderick was my brother-in-law, employed by the Curtiss-Reid Airlines of Montreal and was the steward of the plane which crashed.

In the absence of any definite information from his wife, living at: Apartment 15,
1595 Quimet Street,
Ville St. Laurent,
Montreal 9

my wife, her sister, would be deeply grateful for your assistance in advising her if adequate steps are being taken to compensate the deceased wife.

Mrs. MacIsaac, apart from her mother, who is at present living with her, has no other relations in Canada and we know of no one who would be in a position to render financial assistance, should the need arise.

As you are aware, the stringent and very necessary exchange control regulations of the U.K. in relation to dollars make it extremely difficult for us to give monetary aid.

May we ask if an investigation be made, if possible without distressing Mrs. MacIsaac by direct contact and the result forwarded to us at the above address.

In anticipation of your kind cooperation,

Yours faithfully,

(sgd). Vernon F.C. Hardy

COPY

36177

ORIGINAL ON FILE 5802-18682

COPY FOR FILE 5002-257

72
DEC 18 P.M. 1950
File 5002-257

LEJG

LENDES & MOUNT
27 William Street
NEW YORK 5, N.Y.

December 14, 1950

Superintendent, Air Regulations
Department of Transport
Civil Aviation
Ottawa, Canada

Re: Our file #109,206

Dear Sir:

We represent insurers of Curtiss-Reid Flying Service, Ltd., who were operating Douglas DC4 aircraft CF-EDW which crashed in the French Alps on November 13, 1950. One of the requirements, prior to completing settlement of the Assured's claim, for the loss of the aircraft, is to determine the compliance of the flight crew with your air regulations and the terms of the coverage.

In connection with the foregoing, we are wondering whether it would be at all possible for you to furnish us, at our expense, the following information with respect to ORVILLE ALFORD OLMSTEAD, who was the pilot on the ill fated flight:

Type of Certificate
Certificate Number
Ratings (Instrument, Instructor, etc.)
Total instrument time
Total flight time
Total time in four-engine aircraft
Total time in DC4 aircraft

We would appreciate anything which you can do to assist us in securing the above requested information.

Very truly yours,

LENDES & MOUNT

BY: Charles E. Lewis

Investigation 11
continuing in
accordance with
standard international
procedures. Do not
know when it will
be completed

TRANSLATION

AH

WILFRID DESJARDINS, K.C.
Advocate

81 St. Pierre St.,
Quebec, December 14, 1950

Department of Transport,
Air Services,
Ottawa.

36167

DEC 18 P.M. 1950

File 5002-267

Gentlemen,

Re: Accident November 13, 1950, Pilgrims
Curtiss-Reid, Mount Obiou, France.

I am Legal Adviser of the Committee of Assistance
to the families of pilgrims who lost their lives in the air
tragedy of November/¹³on Mount Obiou, when an aircraft of the
Curtiss-Reid Flying Service Ltd. crashed on the said Mount.

The Committee is besieged with requests for
information from families of pilgrims, and especially in con-
nection with the responsibility of the Curtiss-Reid Company.

We understand we cannot give any information
until a report of the enquiry has been made. As there is one
of your representatives on the Board of Enquiry, will you be
kind enough to furnish us with some information on the holding
of that enquiry, advise me as to present developments and whether
you expect a report in the near future.

Yours truly,

Wilfrid Desjardins



1000

TRANSPORT - RECORDS
DEC 18 A.M
File

69

15

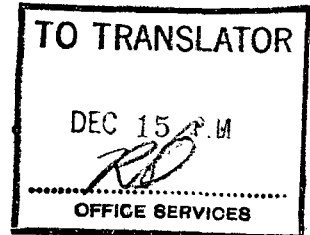
Wilfrid Desjardins, C.R.

AVOCAT

81, RUE ST-PIERRE
QUÉBEC

14 décembre 1950

Ministère du Transport, (Air),
Division des Services de l'Air,
Rue Wellington,
OTTAWA.



Messieurs,

Re: Accident 13 nov. 1950 en France
Pèlerins de l'Obiou, Curtiss-Reid

Je suis aviseur légal du Comité de l'Aide aux familles des pèlerins qui sont décédés dans un accident d'aviation survenu le 13 novembre au massif de l'Obiou, alors qu'un avion de Curtiss-Reid Flying Service Ltd s'est écrasé sur ledit massif.

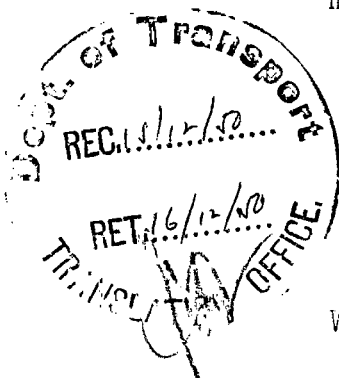
Le Comité est assiégé d'une foule d'informations provenant des familles des pèlerins et spécialement concernant la responsabilité de la compagnie Curtiss-Reid.

Nous comprenons que nous ne pouvons pas donner d'informations tant qu'un rapport d'enquête n'aura pas été fait. Comme un de vos représentants fait partie ou au moins est attaché à la Commission d'enquête, auriez-vous l'obligeance de me fournir quelques informations sur la tenue de cette enquête, me dire quels sont les développements actuels et si vous attendez un rapport prochain.

Je vous prie d'agréer l'expression de mes sentiments distingués.

Veuillez me croire,
Votre tout dévoué,

Wilfrid Desjardins
WILFRID DESJARDINS



WD/MB

5002-257
JHL/HG

le 14 décembre 1950.

Cher monsieur et madame,

J'accuse réception de votre lettre du 11 décembre et dois vous dire que le Ministère des Transports fait enquête sur tous les accidents d'aéronefs au Canada.

Comme l'aéronef "Canadian Pilgrim" s'est écrasé en France, par convention internationale l'accident fait le sujet d'une enquête par les autorités françaises d'aéronautiques auxquelles le Ministère des Transports a envoyé un inspecteur pour agir en qualité d'observateur auprès de la Commission d'enquête.

Sincèrement à vous,

M. et Mme Emile Gagnon
SHERBROOKE
(P.Q.)

C. P. EDWARDS

20/12/50

LIONEL CHEVRIER

5002-257
JHL/HG

le 14 décembre 1950.

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Sincèrement à vous,

Original signed by
LIONEL CHEVRIER

M. et Mme Emile Gagnon
SHERBROOKE
(P.Q.)

66

FOR TRANSLATION

File: 5002 - 257

OTTAWA, Ontario,

December 14th, 1950

Dear Sir and Madam:

I am in receipt of your letter of December 11th and advise you that the Department of Transport investigates all aircraft accidents in Canada.

Since the aircraft "Canadian Pilgrim" crashed in France, by international agreement the accident is being investigated by the French aeronautical authorities, to which the Department of Transport sent an Inspector to act as an observer at the Board of Inquiry.

Yours faithfully,

Mr. and Mrs. Emile Gagnon,
SHERBROOKE,
P.Q.

NOTE TO TRANSLATION:

Original on Minister's letterhead
2 yellow file copies (1 for Minister)
2 perforated flimsies
1 flimsy.

RETURN TO ROOM 2109

KW

18/12/50
REC
18/12/50
OFFICE

SPARE

65

FOR TRANSLATION

File: 5002 - 257

OTTAWA, Ontario,

December 14th, 1950

Dear Sir and Madam:

I am in receipt of your letter of December 11th and advise you that the Department of Transport investigates all aircraft accidents in Canada.

Since the aircraft "Canadian Pilgrim" crashed in France, by international agreement the accident is being investigated by the French aeronautical authorities, to which the Department of Transport sent an Inspector to act as an observer at the Board of Inquiry.

Yours faithfully,

Mr. and Mrs. Emile Gagnon,
SHERBROOKE,
P.Q.

NOTE TO TRANSLATION:

Original on Minister's letterhead
2 yellow file copies (1 for Minister)
2 perforated flimsies
1 flimsy.

RETURN TO ROOM 2109

64

5002-257

O t t a w a,
December 13, 1950.

The Secretary,
Canadian Embassy,
72 Foch Avenue,
Paris, France.

Dear Sir:

This will acknowledge receipt of the
Air Almanac for January and February, 1951, published
in Paris.

Please accept our thanks for sending
this copy of an interesting publication.

Yours truly,

(Signature)

(R. Dodds),
Controller of Civil Aviation.

CTT/VMA

R

5002-257

63

December 13, 1950.

The Under-Secretary of State
for External Affairs,
Ottawa, Ontario.

Dear Sir:

Receipt is acknowledged of your letter dated December 4, 1950, enclosing a copy of a report concerning the crash of Curtiss-Reid's aircraft CF-MIN in the French Alps on November 13, 1950.

This report has been brought to the attention of Mr. Fournier and will be of value in completing the record of this accident.

Yours very truly,

Original Signed by

A. T. COWLEY

(A. T. Cowley),

Director of Air Services.

CTT/VMA

CTT

000166

DEPARTMENT OF TRANSPORT

29
4-48

OFFICE SERVICES BRANCH

REFERENCE SLIP

FILE NUMBER 5002-257 SERIAL NUMBER 29109
CHARGED TO P. J. Smith DATE 9/12

DATE (1)	ROUTED TO (2)	INITIALS (3)	DATE (4)
14/12	DAS	①	
	C. C. A.	②	
	CAK ①	RSW	

INITIAL COLUMN 3 TO ENSURE EFFICIENT DISTRIBUTION SERVICE. COLUMN 4 SHOULD SHOW DATE DOCUMENT LEFT YOUR OFFICE. USE COLUMN 2 FOR ADDITIONAL REFERENCES.

THIS FORM WILL BE DESTROYED WHEN PAPERS ARE BEING FILED. THEREFORE ATTACHED DOCUMENT SHOULD BEAR YOUR INITIALS AS WELL AS ALL MINUTES OF RE OF A PERMANENT NATURE.

000167

TRANSLATION

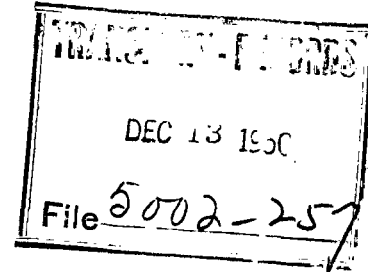
AH

62

Sherbrooke, December 11, 1950

29109

Department of Transport,
Ottawa.



To the Minister,

Please make an enquiry on the tragedy of
the "Canadian Pilgrim". I support the request in that
connection.

A Canadian citizen

Mrs. Emile Gagnon

Emile Gagnon



TRANSPORT - RECORDS
DEC 13 AM
File

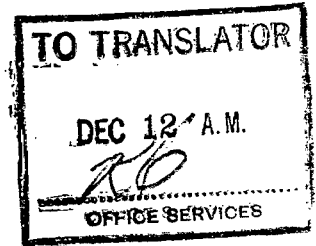
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61

Sherbrooke 11 déc 1950

Ministère du transport, Ottawa

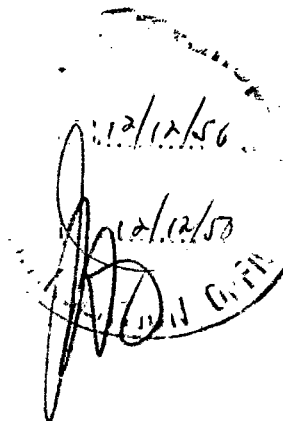
Monsieur le ministre,



S'il vous plaît faire enquête
sur la tragédie du "Canadian Pilgrim".
J'apprie la requête et vous demandant
cette faveur.

Une citoyenne canadienne
française

Mme Emile Gagnon
Emile Gagnon



A handwritten signature or mark, possibly a stylized 'S' or 'J', located in the center of the page.

DEPARTMENT OF TRANSPORT

29
4-48

OFFICE SERVICES BRANCH

REFERENCE SLIP

FILE NUMBER 5002-257 SERIAL NUMBER 25646
CHARGED TO Priv. Secy DATE 9/12

DATE (1)	ROUTED TO (2)	INITIALS (3)	DATE (4)
11/12	DMA (4)		
	DAS (3)		
	CCA (2)		
	CAR (1)		
	Revised (Copy)		

INITIAL COLUMN 3 TO ENSURE EFFICIENT DISTRIBUTION SERVICE. COLUMN 4 SHOULD SHOW DATE DOCUMENT LEFT YOUR OFFICE. USE COLUMN 2 FOR ADDITIONAL REFERENCES.

THIS FORM WILL BE DESTROYED WHEN PAPERS ARE BEING FILED. THEREFORE THE ATTACHED DOCUMENT SHOULD BEAR YOUR INITIALS AS WELL AS ALL MINUTES OR R000172 OF A PERMANENT NATURE.

RB

TRANSLATION

AH

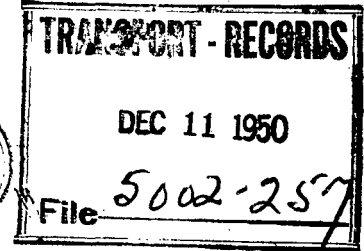
28646

DEPARTMENT OF AGRICULTURE

Veterinary Medicine School of the Province of Quebec

St. Hyacinthe, Que., December 6, 1950

Honourable Lionel Chevrier,
Minister of Transport,
Ottawa, Canada.



Dear Sir,

I am under the impression that Civil Aviation in Canada comes under your Department, and as I was a passenger on the aircraft of the Curtiss-Reid Airtours, the "Canadian Pilgrim", on a trip to Europe in October last, I beg to suggest that your Department hold a serious enquiry into the circumstances of the accident which happened when the "Canadian Pilgrim" crashed on Mount Obiou.

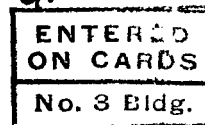
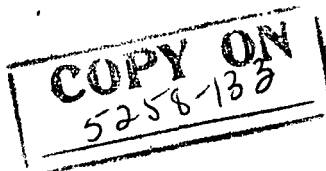
There are several points which should be cleared up in connection with trips made by that aircraft, as it appeared to me that its owners were not very serious.

I would also like to know to what extent these aircraft are supervised by the Officers of your Department.

Yours very truly,

Gustave Labelle, D.V.M.

Director,
St. Eustache
Two Mountains, P.Q.



000173

6

Ministère de l'Agriculture

Ecole de Médecine Vétérinaire de la Province de Québec

Affiliée à l'Université de Montréal

Saint-Hyacinthe, Qué.

6 décembre 1950

Bureau du Directeur

Honorable Lionel Chevrier
Ministère des Transports
Ottawa, Canada

Honorable ministre,

Etant sous l'impression que l'aviation civile en Canada relève de votre ministère, et en ma qualité de passager sur l'avion de la Curtiss-Reid Airtours, le "Pèlerin Canadien" - ayant fait le voyage en Europe au cours du mois d'octobre dernier - je me permets de vous suggérer que votre ministère fasse une enquête sérieuse sur le triste accident qui est survenu lorsque l'avion "le Pèlerin canadien" s'est écrasé sur les flancs du mont Obiou.

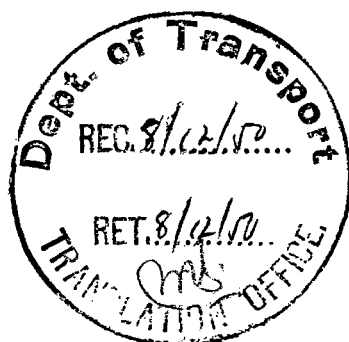
Il y a plusieurs points qui mériteraient d'être éclaircis concernant les voyages entrepris par cet avion, dont les propriétaires ne m'ont pas paru très sérieux.

J'aimerais aussi savoir quelle est la surveillance exercée par les officiers de votre ministère au sujet de ces avions.

J'ai bien l'honneur d'être,

monsieur le ministre,

votre dévoué serviteur,



Gustave Labelle
Gustave Labelle, d.m.v.
directeur
Saint-Eustache
Nouveau-Montagnes, Q.

Ottawa Journal 6 Dec 50

~~DAS~~
CA
GAR

TRANSPORT - RECORDS
DEC 13 1950
File 5002-257

24038

60



Chevrier Gets 'Pilgrim' Crash Report

Transport Minister Chevrier this afternoon was getting a complete and detailed personal report on the November 13 Alpine crash of the "Canadian Pilgrim", which dashed 58 Holy Year visitors to their deaths.

Fifty-seven of the pilgrims were Canadians, the eighth an American.

A full Canadian Government investigation into the crash this week was demanded by a Sherbrooke priest, Monsignor Bourassa, who charged in a speech the aircraft was not airworthy.

Mr. Chevrier this afternoon was getting his personal report on the investigation conducted by the French Government from Civil Aviation Inspector J. P. Fournier of Montreal, who flew to France on November 14 at Mr. Chevrier's request.

Air Vice Marshal A. T. Cowley, Director of Air Services, said Mr. Fournier's report to the minister likely would be followed by a statement on the investigation.

The Civil Aviation inspector had gone to France merely as an observer in the investigation. Under regulations laid down by the International Civil Aviation Organization, a crash had to be investigated by the country in which it occurred. The country to which the aircraft was registered—in this case, Canada—could, if it so desired, send an observer.

FILE & REFER
WAP

C. P. Edwards
12/12/50



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REPLY TO BE ADDRESSED TO:
THE UNDER-SECRETARY OF STATE
FOR EXTERNAL AFFAIRS
OTTAWA

EXTERNAL AFFAIRS
CANADA

OTTAWA, December 4, 1950.

Our File No. 6-XN-40


36028

The Deputy Minister
Department of Transport,
O T T A W A.

Attention: Controller of Civil Aviation.

I refer to the telephone conversation of December 1 between Mr. Wardroper of this Department and Mr. M. M. Fleming, and now attach a copy of a report prepared by Colonel A. G. Cherrier, Military Attache at the Canadian Embassy in Rome, concerning the crash of the Curtiss-Reid aircraft in the French Alps on November 13.

This account of the recovery and identification of the bodies will no doubt serve as a useful supplement to your Mr. Fournier's report on the causes of the accident.


(A.D.P. Heeney)
Under- Secretary of State
for External Affairs.



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Via Saverio Mercadante, 15,
Rome, Italy.

MAR 6-6-1

21st November, 1950.

Crash of DC-4 Skymaster - Curtis-Reid
13 Nov 50

- 1 Word was received at this Embassy during the late evening of 13 Nov 50 that the m/n aircraft, which had left ROME (Ciampino Airport) at 1515 hrs on a flight to MONTREAL via PARIS, had crashed at approximately 1800 hrs in the mountainous area of ST. DIDIER, in the Department of the Hautes Alpes, France.
- 2 This craft was carrying 47 Canadian pilgrims from the Province of Quebec, and 4 other passengers, plus a crew of 7. Most of these pilgrims had travelled to Europe in October with Monsignor Roy, Archbishop of Quebec and Hon. C.E. Pouliot, Minister of Fisheries in the Quebec Provincial Government. Among the victims were Msgr J.A. Bureau, Secretary to Msgr Roy and some 10 priests from the Quebec diocese.
- 3 Msgr Roy naturally was very much affected by this sudden tragedy and stated that he wished to travel to the scene of the accident as rapidly as possible. Efforts were made on the morning of 14 Nov to secure air passage for him and Dr. Pouliot from Rome to France, but as regular planes did not leave until the early afternoon, this was not considered satisfactory. Mr. Desy then requested me to communicate with Italian Air Force Headquarters here to ascertain if a military plane could be made available for this purpose. This request for assistance received immediate and favourable consideration, and an Air Force passenger-carrying DC-3 was placed at our disposal. Feeling that this Embassy should be represented officially on this mission, Mr. Desy charged me with this duty and requested me to accompany Msgr Roy and Dr. Pouliot in this capacity and also for the purpose of assisting them in every way possible on the journey and in the heavy task of identification of victims which would face them on arrival at the scene of the crash.
- 4 We left ROME (Centocelle Airfield) at 1130 hrs, arrived in NICE at 1350, and left there by car obtained through Air France, NICE, at 1415 hrs. The road to the scene of the crash led through CAGNES, CASTELLANE, DIGNE, SISTERON and GAP. Here we learned that the wreckage of the aircraft had been found, at 1100 hrs that morning, at the bottom of a deep chasm (400 m.) below the crest of MOUNT OBILOU, a rocky peak 2793 m. high, located 6 kms. northwest of ST. DIDIER, just within the boundary of the Department of L'ISERE and some 45 kms. south of GRENOBLE. We were also informed that there were no survivors and that the Control Post for the salvage operations was located at CORPS, a town 10 kms. northeast of MT. OBILOU and some 40 kms. further on from GAP on Highway No. 85. We reached CORPS at 2015 hrs.
- 5 On arrival at CORPS, we were directed to a Mr. Felix Germain, who was in charge of rescue operations at the Control Post. This man, who is a professor at the Lycee in Grenoble, is President of the Comite Alpin Francais (Isere) and Vice-President of the Comite de Secours en Montagne. From him we learned that one of several teams which he had organized in the night of 13/14 Nov to search the locality, had sighted the wreckage of the DC-4 at 0930 hrs that morning and reached the scene of the crash at 1100 hrs, reporting that there were no survivors. The weather, which had been extremely bad throughout the night, had continued so during Tuesday. Rain, coupled with sleet and snow at the higher altitudes had made the going extremely

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bad and dangerous. As there were no survivors in need of assistance, he had decided to withdraw his teams and start salvage operations at first light on the morning of 15 Nov, provided the weather was at all favourable. He informed us that the Control Post was being moved to the Mairie of a very small village - LA CROIX DE LA PIGNE - located in the proximity of MT. OBIGU and west of CORPS, and served by a road leading from near the base of the mountain along which army trucks carrying the bodies could operate. The main room of the Schoolhouse would be used as a morgue, where identifications would be carried out, and from where they would be placed in coffins. These would then be placed in the Chapel, where they would remain until a decision had been made as to final disposal.

6 Mr. Germain then gave us details of the crash, as he had been able to piece them together from information which had reached him. He said that the plane, flying in a northerly direction in heavy rain with a strong cross-wind (west to east) had apparently struck the south face of MT. OBIGU just below the peak with its left wing, sheared the top and tumbled down the almost perpendicular northern face into a chasm some 400 metres below. The force of the collision apparently had caused the plane to explode instantly and the passengers and crew had been catapulted into the air. He also reported that such bodies as had been seen were terribly mangled.

7 The rescue teams referred to above and used throughout the operation were composed of volunteers from the surrounding country, members of the Societe de Secours en Montagne of GAP and GRENoble, who are all expert Alpinists and thoroughly familiar with the terrain and its many and varied hazards. When called, these men leave their various jobs, such as shopkeeper, teacher, priest, doctor, etc., and report to predesignated centers for instructions, bringing with them the necessary equipment consisting of an Alpine stock, ropes and haversack. In addition, some 30 Ski-Scouts of the 11e Battalion de Chasseurs Alpins of Barcelonnette, plus men of the 99e Regiment d'Infanterie de Montagne of Uriage, and men of the Garde Republicaine, of the Corps Republicain de Securite and of the Gendarmerie of the ISERE and Haute Alpes Regions were employed in this operation. It may be said here that the work of all these groups, which totalled some 250-300 men in all, was of the highest order throughout and worthy of the highest commendation. They performed their various tasks willingly and without regard to personal discomfort. Often they risked their lives in the perilous ascent and descent to and from the scene of the crash, suffered from cold and dampness, and went without food in order to complete the job they had set out to do.

8 The weather on Wednesday, 15 Nov, being favourable, the men of the various groups started for the scene of the crash just before first light. It is a long journey, for the actual base of MT. OBIGU can only be reached by a roundabout route through rough ground because of the nature of the terrain. From the base, the ascent is difficult due to the rapid rise, and on this particular day, although the weather was clear, a strong wind was blowing and the temperature at the scene of the crash near the top of MT. OBIGU was around 10 to 15 degrees below zero centigrade. The rain and snow which had fallen the previous day had frozen, forming an icy surface which made the going even more difficult and hazardous. The area in which the bodies lay, as well as those parts of the plane which had fallen clear of the upper crags, is a kind of basin formed by the sheer cliffs of the mountain on its northern face, some 400 m. below the top. Workers, therefore, were obliged to scale the surrounding ridge and make their way down to the bottom of this basin on the other side. There the bodies were chopped out of the ice, placed in separate sacks together with any articles found near each one, and dragged up by sled out of the basin and carried down by hand to a spot where a cable trolley,

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used for carrying logs across a chasm some 200 metres across and 175 metres deep, was to be employed to transport them to the top of a trail running down to the road leading to LA CROIX DE LA PIGNE. However, this cable trolley had not been used for some time, and it was found that a good portion of the cable itself was not serviceable and would have to be replaced. This work was accomplished that day and during the morning of Thursday 16 Nov, in spite of fog and heavy rain which fell all day, the first bodies started arriving at CROIX DE LA PIGNE. The cable trolley broke down again that evening, and it took most of Friday morning to get it working. Here again, it was reported that one of the men (name unknown) risked his life, as it was necessary for him to go out half-way across the chasm on the cable to effect the necessary repairs. Another vivid example of the devotion to duty of the men engaged in this operation.

9 As the sacks containing the remains reached the Schoolhouse, they were brought in three at a time and the task of identification was performed by a team of three experts of the Corps de Securite Publique, working under a superintendent. These men are specially trained in this type of work and most meticulous. Papers and other objects found on the bodies, as well as samples of clothing, were carefully scrutinized, classified and listed, and placed in numbered envelopes, which correspond to the number on each coffin. Where documents, such as a passport, book of travellers cheques, driving license, etc., bearing the name of the individual were found on a body, identification was deemed "formal" and recorded as such. However, in cases where no such evidence was found, but it was possible by means of clothing or comparison with photographs and descriptions by Msgr Roy, Dr. Pouliot, Mr. James the Paris agent of Curtis-Reid and others who had known the individuals, to put a name to a body, identification was recorded as "presumed". In these cases, formal identification will be admitted when the objects found on the bodies are recognized by relatives and others who can testify as to identity. The work of identification was particularly difficult due to the condition of the bodies which, although frozen, had in nearly every case been so badly mutilated as a result of the crash at such a high altitude and subsequent drop of 400 to 500 metres on rocks and frozen ground, that recognition of features was well nigh impossible.

10 In addition to items found on the bodies, a number of passports, books of travellers cheques, currency, personal papers, ladies' purses, and various other articles were found in the wooded areas below the scene of the crash, where it would appear they had been carried by the strong wind blowing at the time of the accident. As these items were picked up, they were turned in to gendarmes who brought them to the Mairie at CROIX DE LA PIGNE, where they were carefully sorted out and recorded, wherever possible under the name of the person to whom they belonged. These additional items should prove helpful in establishing definite identifications.

11 On Thursday, 16 Nov, 34 remains were examined and classified in the manner described above and on Friday, 17 Nov, another 22. The final classification of the 56 remains brought down is as follows:

- (a) 24 27 "formally" identified
- (b) 21 19 identifications "presumed"
- (c) 12 10 not identifiable

It is anticipated that by means of the objects recovered and listed, it will be possible to confirm the identity of most of the 19 recorded as "presumed", as well as of those persons whose bodies were not identified or found, and of the coffins carrying remains classified as not identifiable, was made and handed to Mr. Charpentier of the Canadian Embassy in Paris. A copy of this list is forwarded herewith. In this connection, a UP report under a date-line of 20 Nov from CROIX DE LA PIGNE states that a 57th body, tentatively identified by local authori-

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"presumed", and quite a few of the 10 classified as "not identifiable" but marked as "man X" or "woman X".

12 A complete list of names of those identified formally and those recorded as "presumed", as well as of those persons whose bodies were not identified or found, and of the coffins carrying remains classified as not identifiable, was made and handed to Mr. Charpentier of the Canadian Embassy in Paris. A copy of this list is forwarded herewith. In this connection, a UP report under a date-line of 20 Nov from CROIX DE LA PIGNE states that a 57th body, tentatively identified by local authorities as that of the hostess of the ill-fated plane, a Mrs. Johnson (Miss Macdonald on the aircraft manifest) was found by a wood-cutter on the mountain (MT. OBIOU) that day. This, therefore, would appear to leave the body of only one passenger unaccounted for.

13 A brief service was held in the Chapel at CROIX DE LA PIGNE at 1700 hrs on Thursday, 16 Nov, by Msgr Roy, in the presence of high French authorities and many local inhabitants. Those who spoke at this impressive ceremony were:

M. le Chanoine Vermeulen, Vicar General, representing the Bishop of Grenoble

Msgr Roy, Archbishop of Quebec

Maj-Gen Vanier, Canadian Ambassador to France

M. Roger Ricard, Prefet de l'Isere, in the name of the French Government

14 On Saturday morning, 18 Nov, all coffins except that of Dom. Romano Nocchiuti, which had been taken the day before to Italy for burial, were transported by lorries under Gendarme escort to GRENOBLE where they were placed in Notre Dame Cathedral. An impressive funeral service was held there at 1530 hrs before a large number of high French officials and a worshipful crowd which filled this huge cathedral. The coffins were then carried out by men of a local military unit to open Army lorries, and taken to the Chapel in the GRENOBLE Cemetery where they will rest until transported to Canada. The entire route followed by the funeral procession from the Cathedral to the Cemetery was lined by the population of GRENOBLE, an impressive tribute to the unfortunate victims of this tragic accident.

15 Following the conclusion of these ceremonies, a discussion was held with Mr. Charpentier of the Canadian Embassy in Paris in respect to Press releases and it was decided that these would be handled entirely by him. Msgr Roy and I left GRENOBLE by car at 1930 hrs, stayed overnight at DIGNE and reached NICE at 1130 on Sunday, 19 Nov. The return trip from NICE was made by BEA plane, which brought us in to ROME (Ciampino) at 1800 hrs.

16 Among military men noted at CROIX DE LA PIGNE were Lt-Gen Noiret, Military Governor of Lyon and Comdr of the 8th Military Region, who had come specially to the area to assist in the supervision of the salvage operations; Brig-Gen Valette d'Osia, Comdr of the GRENOBLE Sub-division of this same Region, who directed the military and gendarmerie participation of the operations and also joined his men in the climb to the scene of the crash; Col. Bobillon, Comdr of the 3rd Territorial Legion of Gendarmerie of GRENOBLE who supervised the work of the Gendarmes.

17 The causes of the crash are being investigated by a committee of French experts, headed by Col. Ballonte, Chief of the French Civil Aviation Accident Investigation Division. Acting as observers


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on this Committee are Mr. Fournier of the Canadian Department of Transport and G/C Carling-Kelly, Air Attache at the Canadian Embassy in Paris. As a full report of the deliberations of this Committee will undoubtedly be forwarded by these Canadian observers, it has not been thought advisable to include in this report any remarks heard on the causes of the crash, which at best could only be supposition since there does not appear to have been any eye-witness to the accident.

18 A postcard photograph of MT. OBICU is forwarded herewith, together with a panoramic view of the area, as well as clippings extracted from local newspapers for the 15, 16, 17 and 18 Nov.


(A.G. Cherrier) Colonel
Military Attache

DISTRIBUTION:

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Military Attache, Paris	
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CRASH VICTIMS

Page 1

(a) Identification "Formal"

<u>Coffin No.</u>	<u>Name</u>
1	MARTEL, Abbe Emilien
3	HUHEAU, Mgr J.A.
4	DELMERS, Mrs Doris
5	MICHAUD, Mr. Alphonse
6	ARSENAULT, Cure Paul Emile
7	FELLETIER, Mrs Adrienne
9	MOCCHIUTTI, Don Romano
12	FORTIER, Mr. Henri
15	MENARD, Mr. Joseph Amadee
27	TILMONS, Mr. Ernest
28	PAQUET, Mr. Oscar
31	HOULE, Rev. Germain, OMI
32	MENARD, Mr. Charles Emile
39	NORMAND, Miss Lucie
40	JACOB, Mr. Leon Alphonse
35	DUSSAULT, Mr. Antoine
43	POIRIER, Abbe Antoine
44	VACHON, Abbe William
47	BEAUMONT, Laureat
50	FELCHAT, Cure Joseph
52	BUTERA, Mr. Guiseppe
55	LAVALLEE, Mr. Arthur
56	DROUIN, Cure Isidore

CREW

13	HENDERSON, (Co-Pilot)
14	WARKENTIN, (First Navigator)
36	MAC ISAAC, (Steward)
51	BOTHWELL, (Second Navigator)

(b) Identification "Presumed"

2	MARTEL, Cure Edgar
8	GIROUX, Abbe Paul Emile
11	GOUIET, Mr. Achille
16	TILMONS, Mrs Alice nee Michault
19	IESSARD, Mr. Joseph
17	CLAVET, Miss Dorina
20	LACROIX, Miss Jeanne
22	ELLYSON, Mr. Roger
24	LACROIX, Miss Marie-Therese
29	MARCOULIS, Mr. Stratos
33	MENARD, Mrs Yvonne
37	COTE, Mrs Antoinette
38	BERUES, Mr. Gerard
41	GAGNON, Mr. Charles Eugene
45	GUILBAULT, Miss Eva
48	DROLET, Miss Marie Marthe
49	MENARD, Abbe Philias

CREW

10	OLMSTEAD, (Captain)
54	NICHOLS, (Radio Operator)

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CRASH VICTIMS

(c) Remains classified "Not Identifiable"

<u>Coffin No.</u>	<u>Particulars</u>
18	Man X
21	Woman X
23	Woman X
25	Man X
26	Man X
30	Human remains, of which two legs of a priest
34	Woman X
42	Human remains,
46	Woman X
53	Woman X
45	
49	

(d) Persons not Identified

Names

BARRE, Mr. Bernard, OFM
BERUER, Mrs Alexine
CLERMONT, Miss Odilla
DELMERS, Mr. Ulysse
GOUIET, Mrs Olivine
JEMMEUX, Mrs Alexandrine
MICHAUD, Mrs Aline
FELIETIER, Mr. Arthur
POULAIN, Miss Ghislaine
PROVENCER, Cure Antoine
ROBITAILLE, Mr. Paul Henri

Gault
Menard

CREW

~~MACDONALD, Miss~~ (Hostess)

NOV 28 4 29 PM 1950

Mgr I. Bourassa réclame une enquête fédérale impartiale

"Les faits connus et le bon sens nous commandent de croire que le "Pèlerin Canadien" était trop chargé et en mauvais état", dit-il.

Sherbrooke, 4. (D.N.C.)—"Je demande une enquête par le gouvernement et non par la Curtiss-Reid, une enquête complète et impartiale à la lumière de ce qui s'est passé à Dorval, à Shannon, à Paris, à Rome et ailleurs, partout où l'avion "Pèlerin Canadien" a circulé. Nous ne pouvons permettre que l'on tue nos gens de cette façon et que les coupables s'échappent. Evidemment, les desseins de Dieu sont là, mais quand un homme est assassiné, les desseins de Dieu sont là aussi; ce qui n'empêche pas de chercher l'auteur du crime".

C'est par cette déclaration sensationnelle que Mgr Ira Bourassa, P.D., curé à Ste-Praxède de Bromptonville, terminait hier soir une conférence de trois heures, au cours de laquelle il a porté des accusations directes contre la Curtiss-Reid dont l'avion "Pèlerin Canadien" s'est écrasé sur les flancs de l'Obiou le 13 novembre dernier, causant la mort d'une soixantaine de personnes parties de Rome pour revenir en Canada.

Aucun blâme au personnel de l'avion
Mgr Bourassa a tenu, à plusieurs

reprises, à exonérer de tout blâme le personnel de l'avion dans cette tragédie et il a déclaré qu'il se fera lorsque cette affaire sera éclaircie et classée.

La grande salle paroissiale de Ste-Praxède, sous l'église, était remplie à craquer et une foule de personnes étaient venues de Sherbrooke et des paroisses environnantes pour entendre le récit de Mgr Bourassa. Parlant pendant près de trois heures, Mgr Bourassa a consacré le début de sa conférence à la tragédie de l'Obiou, puis, durant toute la deuxième partie, il a produit devant ses auditeurs des coupures de journaux italiens, français, anglais, canadiens pour appuyer les déclarations qu'il avait faites le 23 novembre et qu'on lui a reproché, en certains milieux, d'avoir faites. Il a aussi lu quelques-unes des lettres qu'il avait reçues de pèlerins qui avaient voyagé à bord du "Pèlerin Canadien" et qui le félicitaient d'avoir parlé.

Mgr Bourassa a raconté avoir reçu un téléphone d'un directeur de Curtiss-Reid. Ce directeur lui disait avoir compris que Mgr Bourassa devait faire une rétractation. "Il avait compris que je devais rétracter ce que j'avais dit à M. O'Neill, de la "Tribune". Je lui ai dit que je n'avais rien à rétracter, que j'en dirais davantage et que je ne faisais que commencer à parler".

La livre de bord

Mgr Bourassa a eu recours à des coupures de journaux italiens et français pour appuyer sa théorie de la cause de l'accident, et il a reproché à la compagnie Curtiss-Reid de persister à vouloir dire, que le livre de bord n'a jamais été retrouvé et qu'on ne le retrouvera qu'au printemps, si on le retrouve.

Le prélat a déclaré que les faits connus, et aussi le bon sens, nous commandent de croire que, lors de cette tragédie, l'avion était trop chargé, qu'il était en mauvaise condition; que pour ces deux raisons, il n'a pu prendre de l'altitude et éviter le sentier d'une tempête de vent qui l'a poussé contre le pic de l'Obiou. Il a encore raconté que, d'après un journaliste italien, Bruno Romani, la page du livre de bord notant le défaut de moteur portait les mots "Curtiss-Reid Flying".

Curtiss-Reid ment, prétend Mgr Bourassa

Il a déclaré que Curtiss-Reid ment effrontément quand elle prétend n'avoir jamais eu d'accident depuis 1928 à venir jusqu'à la tragédie de l'Obiou; il raconte que, d'après une lettre dont il a donné lecture, les aviateurs Cannon et Lizotte, dont on a trouvé les corps deux ans après leur disparition dans le nord, sont morts parce que la compagnie les avait forcés à prendre une direction où Cannon et Lizotte appréhendaient une tempête. "La compagnie n'a jamais voulu faire poursuivre les recherches dans la direction qu'elle avait forcé les aviateurs de prendre, mais, au bout de deux ans, c'est là qu'on a retrouvé leurs corps".

On lira plus bas de larges extraits de la conférence de Mgr Bourassa en ce qui concerne la tragédie de l'Obiou. Mme J.-A. Ouellette, épouse du maire, a présenté Mgr Bourassa qui a distribué à la fin de la soirée, des souvenirs de Rome.

Complications au départ de Dorval

"Nous avions été convoqués à l'aéroport de Dorval pour midi le 30 octobre, mais nous ne devions partir qu'à 2 h. Nous avons attendu longtemps, jusqu'au moment où l'on est venu nous apprendre que nous ne partirions qu'à 6 h. du soir, que tout était prêt, mais qu'il fallait faire quelques petites réparations.

"Finalement nous sommes montés dans l'avion et nous avons effectué un décollage en chantant des cantiques. Nous avions survolé la direction de Sherbrooke et nous nous attendions à

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tonville lorsque je m'aperçus que nous rebroussions chemin. A un moment donné, le chef-pilote annonça que nous retournions à Dorval. Très peu de pèlerins comprirent ce qui se passait. Personnellement, avec l'expérience que j'avais de plusieurs voyages en avion, ma curiosité était un peu piquée. J'avais été un peu surpris en montant dans l'avion d'en remarquer l'intérieur. Je me rendis compte que nous faisions le voyage dans un avion qui avait transporté du matériel de guerre et qu'on avait transformé pour les fins de ces pèlerinages Montréal-Rome. Dès l'annonce du retour à Dorval, je remarquai que l'une des hélices était arrêtée; ce qui voulait dire que trois moteurs sur quatre fonctionnaient. Et nous étions 61 passagers à bord, 68 avec les membres de l'équipage, sans compter le poids du bagage. A noter ici que pour le retour, le gouvernement canadien avait autorisé notre transport par avion de la T.W.A. à la condition que l'avion ne prenne pas plus de 47 passagers; nous avons dû en laisser trois à Rome.

Or, au retour à Dorval, nous volions très bas et je me demande si nous aurions pu éviter les montagnes s'il y en avait eu sur notre route. Au retour à Dorval, on nous invita à nous retirer dans les casernes de l'aéroport qui servent d'hôtellerie et on nous dit que l'on viendrait nous avertir une heure avant le départ.

Réparations durant la nuit

"Vers 11 h. le soir, nous étions encore dans les casernes et j'étais curieux de savoir ce qui se passait aux hangars. Je me rendis sur les lieux et on insistait pour que je n'arrive pas jusqu'à l'avion. J'expliquai que mon breviaire était dans mon sac et que je voulais le lire. Finalement, je réussis à me rendre à l'avion et même à y monter pendant que l'on procédait aux réparations. Et je puis vous dire que lorsque la Curtiss-Reid déclare que l'avion est revenu à Montréal pour permettre de poser un moteur neuf sur l'appareil, elle ment. J'ai vu travailler les ouvriers, j'ai vu les morceaux qu'ils remettaient ensemble et je puis vous dire que ce n'était pas des morceaux neufs.

Nouveau retard au départ de Ciampino

Mgr Bourassa explique que le groupe qui devait prendre un avion à Ciampino le 13, devait, originairement, retourner par bateau, comme il était convenu. "Seulement, comme la plupart avaient manifesté le désir de prendre l'avion pour revenir au Canada plus vite, Curtiss-Reid offrit de les ramener. Ils devaient partir à 8 h. du matin, mais comme ils voulaient assister à l'audience générale, ils remirent le départ à 2 h. de l'après-midi. L'avion devait être prêt à partir à 2 h., mais il eut deux heures de retard. Et quand la compagnie Curtiss-Reid dit que le départ de l'avion a été retardé à cause des pèlerins, elle ment. Les pèlerins étaient tous à l'aéroport de Ciampino à 2 h. et c'est parce que l'avion de Curtiss-Reid n'était pas prêt à partir à 2 h. que Mgr Alder-ville Bureau a jugé qu'il avait le temps d'envoyer chercher ses bagages au Collège Canadien et monter à bord de cet avion-là. Et s'il faut en croire les journaux d'Italie, c'est encore un trouble de moteur qui empêcha l'avion de partir à 2 h. La tragédie de l'Obiou n'aurait jamais dû se produire et ces victimes ont été immolées inutilement.

"Les vrais coupables ne sont pas ceux que l'on pense. Il faut qu'une enquête ait lieu sur cette saleté. Ceux qui sont morts ne furent pas les seules victimes de la compagnie. Il y a tous ceux qui ont survécu et qui vont parler, qui ont déjà commencé à parler après moi. J'ai des documents, des lettres, des coupures de journaux et je vais parler.

"Personne n'a été surpris à la nouvelle du désastre"

"Quand la tragédie s'est déroulée, continue Mgr Bourassa, il était 7 h. du soir à Paris et 1 h. de l'après-midi au Canada. Notre groupe n'a appris la tragédie que le lendemain matin; ici, à Sherbrooke, vous l'avez apprise le soir même, donc, avant nous. Je n'ai pas besoin de souligner que ce fut une consternation, non seulement dans les groupes de pèlerins, mais aussi au sein des populations de là-bas qui étaient très émues et peinées. Tout le monde était consterné, mais personne n'a été surpris à la nouvelle du désastre. Tout le monde se rendait compte que le "Pèlerin Canadien" n'était pas un avion normal, mais que c'était un appareil que l'on avait transformé, aménagé pour faire de l'argent. Comme disait l'architecte Louis Audet dans une "tribune libre", c'était du "bourrage de crâne".

"M. De Ginet n'a jamais voulu se laisser bourrer par cette compagnie et ce n'est que parce que la compagnie a réussi à lui jouer un tour qu'il a paru être identifié avec cette compagnie.

"Nous sommes revenus à bord d'un T.W.A. et je puis vous dire qu'en dépit des sensations par lesquelles nous avons passé, nous n'avons pas eu peur une seule seconde dans cet appareil. Nous avons survolé le mont Blanc et les Alpes suisses et l'avion n'a pas craché et n'a pas eu de misère".

Ce que disent les journaux italiens, français et autres

A ce stade de sa conférence, Mgr Bourassa entreprend de faire la lecture de journaux italiens, français et autres sur les causes de la tragédie. La plupart des nouvelles sont en provenance de Grenoble où des journalistes italiens et français avaient été envoyés par leurs journaux. Tous ces journaux racontent qu'un moteur a cessé de fonctionner et que le livre de bord a été trouvé.

"Pourquoi, poursuit Mgr Bourassa, la compagnie persiste-t-elle à faire croire que ces journalistes ont voulu inventer ces faits? Pourquoi persiste-t-elle à vouloir faire croire qu'en pleine nuit, dans les flancs du mont Obiou, ces journalistes n'auraient trouvé rien de mieux que d'inventer une histoire sensationnelle pour le plaisir de faire de la sensation, et tout cela, dans le décor macabre que l'on s'imagine, si on ne l'a pas vu! Un journal dit qu'une page du livre de bord a été trouvée à 1,500 pieds du lieu de désastre, que cette page porte la signature du chef-pilote, que le vent soufflait à 70 kilomètres (45 ou 50 milles à l'heure) d'après ce message.

"J'ai ici un autre journal. La nouvelle est encore en provenance de Grenoble. Le journaliste, qui signe Bruno Romani, raconte que la course normale de l'avion était la Corse, Marseille et la vallée du Rhône, que l'avion était parti en retard à cause d'un "dégât" à un moteur et qu'une patrouille de secours a découvert à 3,600 pieds d'altitude, une page de livre de bord qui portait le nom de "Curtiss-Reid Flying". Un autre journal raconte que l'on a trouvé, éparpillés, des lettres, des cartes postales, des objets personnels et "une page du livre de bord tachée d'huile"; qu'il faisait un vent de 40 à 50 milles à l'heure et que l'avion a été poussé par le vent.

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Questions à la Curtiss-Reid

"La 'Presse', de Montréal, a publié une nouvelle apparemment donnée là-bas par M. Vanier, dans laquelle il est dit que l'on a trouvé une page de journal où l'on raconte que le temps était affreux; une autre page de journal dit que le temps était affreux. Le même journal dit, dans son édition du 24 novembre, que la Curtiss-Reid affirme que le livre de bord n'a pas été trouvé et elle doute qu'on le trouve un jour; dans la même nouvelle, la Curtiss-Reid dit que les quatre moteurs fonctionnaient normalement. Dans une autre nouvelle, la Curtiss-Reid déclare que le livre de bord n'a pas été trouvé et qu'on ne le trouvera pas avant le printemps. Qu'est-ce qui lui dit ça, à la compagnie, qu'il ne sera pas trouvé avant le printemps? Et qu'est-ce qui lui dit que les quatre moteurs fonctionnaient quand des documents trouvés dans les débris disent qu'un moteur ne fonctionnait pas. Dans une autre communiqué, la compagnie précise que le livre de bord est tombé dans une crevasse, au milieu de la boue et de la neige. Qui est-ce qui a vu le livre de bord dans le fond d'une crevasse, au milieu de la boue et de la neige?

Mgr Bourassa cite ensuite plusieurs dépêches dans les journaux canadiens ou autres, notamment le "Presse", le "Devoir", l'"Action Catholique", la "Tribune", des nouvelles fournies par la presse anglaise ou la Presse Canadienne dans lesquelles la compagnie persiste à dire que le livre de bord n'a pas été trouvé.

"Evidemment, la compagnie espère bien que le livre de bord ne sera jamais trouvé", dit Mgr Bourassa. Mgr Roy a bien déclaré à Rome que, dans son opinion, l'avion s'était égaré de sa voie et qu'il avait subi un retard au départ; ce qui se produit fréquemment. Mais ce n'est qu'avec la Curtiss-Reid que ces retards étaient fréquents".

Accident en 1929

"Au cours de mon voyage, a déclaré Mgr Bourassa, j'ai été mêlé à cinq groupes de pèlerins et, depuis ma déclaration à M. O'Neil, j'ai reçu des lettres où on me dit 'vous avez bien fait de parler'. Tous ces gens-là, ce sont des gens qui ont voyagé à bord du Curtiss-Reid. Un pèlerin de S.-Samuel de Frontenac me dit que son groupe a failli périr et que l'avion portait 71 personnes. La compagnie se vante d'avoir effectué des voyages à forfait depuis 1929 et d'avoir transporté 2,000 pèlerins à Rome sans accident auparavant.

"J'ai une lettre ici d'un résident de St-Félicien, comté du Lac St-Jean, qui m'écrit qu'en 1929, deux aviateurs de cette région avaient reçu instruction de partir pour une certaine destination en avion. Ils ne voulaient pas partir. La compagnie les a forcés à partir. Il s'agissait d'un nommé Cahnnon et d'un nommé Lizotte. Les deux ont disparu. La compagnie n'a jamais voulu poursuivre les recherches dans la direction qu'elle avait forcé les aviateurs de prendre; elle faisait chercher ailleurs. Mais, au bout de deux ans, on a retrouvé les deux corps dans la direction qu'ils ne voulaient pas prendre à cause du mauvais temps et qu'ils avaient pris finalement après y avoir été forcés par la compagnie. La compagnie Curtiss-Reid ment quand elle dit avoir exploité son service sans accident depuis 1928 à venir jusqu'à la tragédie de l'Obiou.

Autres déclarations

Mgr Bourassa parlé encore des déclarations faites à Québec par l'abbé Noël Blanchet et M. C.-E. Pelletier, incriminant la compagnie, et auxquelles celle-ci a répondu en disant que le retard avait été causé par un piston défectueux. "Pauvre piston, on devait l'aimer, car on l'a flatté pendant douze heures à Montréal".

Mgr Bourassa a déclaré que le voyage du 13 ne devait pas se faire. Curtiss-Reid a insisté pour avoir les pèlerins qui songeaient à revenir par avion au lieu de prendre le bateau. Il raconte ensuite tous les ennuis que son groupe a connus de l'autre côté, après la tragédie, alors qu'il n'y avait plus moyen de rencontrer les officiers ou les représentants de Curtiss-Reid "qui se sauvaient de nous". "Elle ne s'est pas occupée de nous; c'était comme si nous n'avions jamais eu de billet de retour avec elle.

"C'était une compagnie à avion unique. Après la tragédie, elle ne nous a pas dit de ne pas nous inquiéter; elle ne nous a pas fait savoir qu'elle s'occuperait de nous ramener; elle ne nous a pas donné un seul cent pour nous aider à nous débrouiller".

"La compagnie n'a rien fait pour nous"

"M. Dollard Morin, arrivé à Montréal ces jours-ci, a raconté depuis que la compagnie leur avait rendu tous les services possibles, mais ça, c'est depuis l'entrevue que j'ai donnée le 24 novembre. Je ne crains pas de dire que la compagnie n'a rien fait pour nous et que si nous sommes revenus sains et saufs au

pays, ce n'est pas à Curtiss-Reid que nous le devons. Sur l'appareil qui nous a ramenés, nous avons eu un excellent service et on nous a servi à manger cinq fois en neuf heures: sur le Curtiss-Reid, nous avons mangé deux sandwiches et une tasse de café en douze heures.

Eloge de l'équipage

"Je tiens à dire que l'équipage a été fidèle à sa parole et à son devoir; je le crois et j'en suis convaincu; on l'accuse fausement quand on dit qu'il a changé sa route pour la raccourcir; si le vent l'a poussé en dehors du sentier, c'est parce que l'avion était défectueux, c'est parce qu'il avait été mal préparé; les aviateurs du "Pèlerin Canadien" n'avaient aucun intérêt à abrégier la course; ils avaient non seulement les vies des passagers à protéger, mais ils avaient la leur aussi. Ils sont morts, ils ne peuvent pas se défendre et c'est mal de les accuser. La seule explication à cet accident, c'est celle dont on a déjà parlé; l'avion était trop chargé, les moteurs ne donnaient pas tout leur rendement et le vent l'a envoyé dans le sentier de la tempête comme il ne pouvait prendre d'altitude.

"Les aviateurs ont essayé de prendre de l'altitude, et la preuve c'est que l'avion a frappé à une faible distance du pic de la montagne. Je défie qui que ce soit d'apporter une théorie meilleure que celle-là, quand on se place à la lumière des faits connus, quand on est convaincu aussi que ces aviateurs ont risqué leur vie, et quand on voit la persistance de la compagnie à vouloir dire que le livre de bord est introuvable et qu'il ne sera peut-être jamais trouvé, du moins pas avant le printemps. Avec d'autres, je demande

justice et je ne me tairai que lorsque toute cette affaire sera éclaircie et classée."

Une enquête réclamée

"Je demande une enquête, une enquête par le gouvernement et non par la Curtiss-Reid, une enquête complète et impartiale, à la lumière de ce qui s'est passé à Dorval, à Shannon, à Paris, à Rome et ailleurs, partout où l'avion a circulé. Nous ne pouvons permettre que l'on tue nos gens de cette façon et que les coupables s'échappent. Evidemment, les desseins de Dieu sont là, mais quand un homme est assassiné, les desseins de Dieu sont là aussi; ce qui n'empêche pas de chercher l'auteur du crime.

"Je tiens à répéter que les aviateurs étaient des aviateurs compétents et ils devaient avoir le sens de leurs responsabilités, car on ne les voyait pas sourire souvent; ces hommes-là ont fait leur possible et l'altitude à laquelle ils avaient réussi à faire parvenir leur appareil le prouve."

" Le Soleil " Quebec Que., 4 decembre 1950.

48

Le drame de l'Obiou

Mgr Bourassa demande une enquête impartiale

Le curé de Bromptonville demande au gouvernement d'intervenir et de faire enquête sur les causes de la terrible tragédie — Des reproches à la Curtiss Reid.

Sherbrooke 4. (DNC) "Je demande une enquête, une enquête par le gouvernement et non par la Curtiss Reid, une enquête complète et impartiale à la lumière de ce qui s'est passé à Dorval, à Shannon, à Paris, à Rome, et ailleurs, partout où l'avion "Pèlerin Canadien" a circulé. Nous ne pouvons pas permettre que l'on tue nos gens de cette façon et que les coupables s'échappent. Evidemment, les desseins de Dieu sont là mais quand un homme est assassiné, les plans de Dieu sont là aussi, ce qui n'empêche par de chercher l'auteur du crime".

que je devait rétracter ce que j'avais dit à M. O'Neil de la Tribune. Je lui ai dit que je n'avais rien à rétracter, que j'en dirais bien davantage et que je ne faisais que commencer à parler".

Mgr Bourassa a eu recours à des coupures de journaux italiens et français pour appuyer sa théorie de la cause de l'accident, et il a reproché à Curtiss Reid de persister à vouloir dire que le livre de bord n'a jamais été retrouvé, et qu'on le retrouvera au printemps, si on le retrouve!

C'est par cette déclaration sensationnelle que Mgr Ira Bourassa, P.D., curé à Ste-Praxède de Bromptonville, terminait, hier soir, une conférence de près de trois heures, au cours de laquelle il a porté des accusations contre la "Curtiss Reid" dont l'avion "Pèlerin Canadien" s'est écrasé sur les flancs de l'Obiou le 13 novembre dernier, causant la mort d'une soixantaine de personnes parties de Rome pour revenir au Canada. Mgr Bourassa s'est montré encore plus agressif qu'il ne l'avait fait dans une entrevue qu'il donnait à un journaliste de "La Tribune" dans la journée du 23 novembre dernier. Il a annoncé au début de sa causerie qu'il en dirait encore bien plus que dans cet entretien. Il a tenu à plusieurs reprises, à exéner de tout blâme le personnel de l'avion dans cette tragédie et il a déclaré qu'il se taiera que lorsque cette affaire sera éclaircie et classée.

Le prélat a déclaré que les faits connus et aussi le bon sens, nous commandent de croire que lors de cette tragédie, l'avion était trop chargé, qu'il était en mauvaise condition, que pour ces deux raisons, il n'a pu prendre de l'altitude et éviter le sentier d'une tempête de vent qui l'a poussé contre le pic de l'Obiou. Il a encore raconté qu'après un journaliste italien, Bruno Romani, la page du livre de bord relatant un défaut de moteur, portait les mots "Curtiss Reid Flying". Il a fait allusion aux aviateurs Cannon et Lizotte, dont on a trouvé les corps deux ans après leur disparition dans le nord, au cours d'une tempête.

La très grande salle paroissiale de Ste-Praxède, sous l'église, était remplie à craquer. Mgr Bourassa a consacré le début de sa conférence à la tragédie de l'Obiou, puis, toute la deuxième partie, il a produit devant ses auditeurs des coupures de journaux italiens, français, anglais, canadiens, pour appuyer ses déclarations faites le 23 novembre et qu'on lui a reproché, en certains milieux, d'avoir faites, et il a lu quelques-unes des lettres reçues de pèlerins qui avaient voyagé à bord du "Pèlerin Canadien" et qui le félicitaient d'avoir parlé. Mgr Bourassa a raconté avoir reçu un téléphone d'un directeur de Curtiss Reid. Ce directeur lui disait avoir compris de l'Archevêque de Montréal, que Mgr Bourassa devait faire une rétractation. "Il avait compris

5002-257 ✓

5258-133

5260-970

1e 4 décembre 1950

Cher monsieur LaCroix,

Comme suite à ma lettre du 24 novembre 1950, en réponse à votre demande au sujet de l'accident qui s'est produit à Mont Obiou dans les Alpes françaises, je dois vous dire que la Curtiss-Roid Flying Service était dûment autorisée par licence de la Commission des transports aériens et par un certificat de mon ministère d'exploiter un service de vol international par frètement. Nous avons appris de la Commission des transports aériens que lorsqu'elle renouvèle sa licence d'exploitation en mai de cette année, la compagnie a satisfait la Commission que les exigences d'assurances de la Commission, à savoir: responsabilité vis-à-vis les passagers de \$20,000 par siège, était maintenue.

En réponse à votre deuxième question, je dois vous dire que l'inspecteur Fournier vient de rentrer de France et aussitôt que nous aurons eu l'occasion d'étudier son rapport, une déclaration sera faite au sujet de cet accident.

Bien sincèrement à vous,

Original signed
LIONEL CHEVRIL

Monsieur Wilfrid LaCroix, député
132, rue Saint-Pierre
Québec, P.Q.

"FOR TRANSLATION"

FILES: 5002-257 ✓
5258-133
5260-970

O t t a w a,
December 4, 1950.

Dear Mr. LaCroix:

Further to my letter of November 24, 1950, in reply to your enquiry concerning the accident which occurred at Mount Obiou in the French Alps, you are advised that the Curtiss-Reid Flying Service was properly licensed by the Air Transport Board and certificated by this Department to operate an international flying charter service. It has been ascertained from the Air Transport Board that, when renewing their operating licence in May of this year, the Company satisfied the Board that the insurance requirement of the Board, namely, passenger liability of \$20,000.00 per seat, was being maintained.

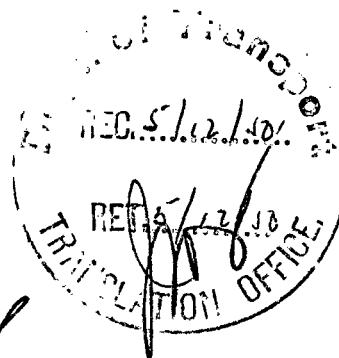
In reply to your second question, you are advised that Inspector Fournier has just returned from France and as soon as there has been an opportunity to study his report, a statement will be issued concerning this accident.

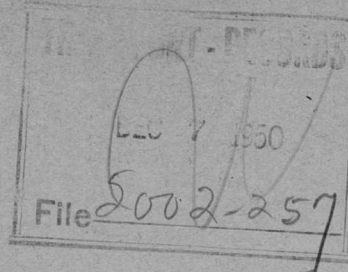
Yours faithfully,

Minister of Transport.

Wilfrid LaCroix, Esq., M.P.,
132 St. Pierre Street,
Quebec, P. Q.

CTT/VMA





5002 - 257

December 4th, 1950.

Dear Sirs:

I am in receipt of your letter dated November 28th concerning the crash of the "Canadian Pilgrim" aircraft in France recently.

It is the custom of the Department of Transport to issue a summary of the findings of Boards of Inquiry into the cause of aircraft accidents which occur in Canada. The accident to the "Canadian Pilgrim", having occurred in France, is being investigated by the French Aeronautical authorities and it is expected that their findings will be communicated to the Canadian Government.

On receipt of this information a public statement will be issued.

Yours faithfully,

(Lionel Chevrier),
Minister of Transport.

Messrs. Hyde and Ahern,
Advocates,
112 St. James Street West,
MONTREAL 1, P.Q.

[Handwritten signature]
J. P. Edwards.
5/11-1/50

DDM/SFT

DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

52
44 $\frac{2}{2-50}$

OTTAWA, Ontario, December 1st, 1950

PLACE

DATE

YOUR FILE

SUBJECT

Crash of the "Canadian Pilgrim"

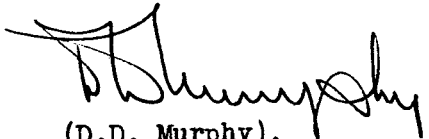
OUR FILE

5002-257
(CAR)

28030

MEMORANDUM TO C.A.R.-

1. With reference to the letter from Messrs. Hyde and Ahern, Advocates, to the Minister, attached hereto is draft of the suggested reply, as requested by the Honourable Mr. Chevrier.


(D.D. Murphy),
Inspector, Air Regulations.

Encl.

C.C.A.
Submitted. (C.A.), 12/50

CAR

OK but wrong letter head!
Lo. 2/12/50

DRAFT

DRAFT 43

File: 5002 - 257

OTTAWA, Ontario,
December 1st, 1950.

Dear Sirs:

I am in receipt of your letter dated November 28th concerning the crash of the "Canadian Pilgrim" aircraft in France recently.

It is the custom of the Department of Transport to issue a summary of the findings of Boards of Inquiry into the cause of aircraft accidents which occur in Canada. The accident to the "Canadian Pilgrim", having occurred in France, is being investigated by the French Aeronautical authorities and it is expected that their findings will be communicated to the Canadian Government.

On receipt of this information a public statement will be issued.

Yours faithfully,

Messrs. Hyde and Ahern,
Advocates,
112 St. James Street West,
MONTREAL 1, P.Q.

MEMORANDUM

Office of the Minister of Transport

Ottawa.....

D.M./air

for my gentle reply.

h.l.

LOMA
LOMA
CAR

000196



DEPARTMENT OF TRANSPORT

INTRA-DEPARTMENTAL CORRESPONDENCE

Ottawa, Ontario, November 30, 1950.

PLACE

DATE

YOUR FILE

SUBJECT

Accident Involving Curtiss-Reid Flying Service
Rome to Montreal Flight.

OUR FILE

5002-257 (CAR)
5258-133
5260-970

36581

MEMORANDUM TO: THE MINISTER'S SECRETARY.

1. With reference to the communication from Mr. Wilfrid LaCroix, M.P., this is to advise that the Curtiss-Reid Flying Service was properly licensed by the Air Transport Board and certificated by this Department to operate an international flying charter service. It has been ascertained, from the Air Transport Board, that, when renewing their operating licence in May of this year, the Company satisfied the Board that the insurance requirement of the Board, namely, passenger liability of \$20,000.00 per seat, was being maintained.

2. In reply to Mr. LaCroix's second question, you are advised that Inspector Fournier has not yet returned from France and that, on his return, his report will be submitted for the Minister's consideration and for decision regarding its release in whole or in part.

C. T. Travers

(C. T. Travers),
Superintendent, Air Regulations.

CTT/VMA

CCA
Prepare letter for Minister's sign. pls.
These memos which have to be paraphrased by someone else are a waste of time & effort.
H.O. 11/12/50

HYDE & AHERN

ADVOCATES



CABLE ADDRESS: "LEGALITY MONTREAL"
WESTERN UNION CODE

JOHN G. AHERN, K.C.

J. RICHARD HYDE

R. G. LEFRANCOIS

PAUL A. OUIMET

112 ST. JAMES STREET WEST,

MONTREAL, 1, November 28th 1950.

JEAN J. GADBOIS

The Honourable
The Minister of Transport,
Ottawa, CANADA.

26745

TRANSPORT - RECORDS
NOV 29 1950
File 5002-257

Dear Sirs:-

A client of ours, Mrs. Maroulis, lost her husband in the crash of the aeroplane "Canadian Pilgrim" in France recently.

We understand that your Department has sent representatives to hold an investigation in France as to the cause of the accident.

If and when a report is made will you kindly let us know if it will be available to the interested parties.

Yours very truly,

Hyde & Ahern

DLS.

C. P. Edwards
30/11/50



Ch
29-11

47
39

La tragédie du mont Obiou

Une déclaration de Mgr Ira Bourassa

Dans une entrevue exclusive accordée à un journaliste de "La Tribune" de Sherbrooke, Mgr Ira Bourassa, curé de Bromptonville, qui arrive d'un voyage de quelques semaines en Europe, a fait la déclaration qu'on lira plus bas sur la tragédie du Mont Obiou.

Mgr Ira Bourassa, P.D., curé à Ste-Praxède de Bromptonville, de retour de Rome où il a effectué un voyage sensationnel dans l'atmosphère du tragique accident des alpes françaises a donné hier après-midi, un entretien non moins sensationnel en marge de cette tragédie, dans lequel il déclare entre autres choses que les passagers du "Canadian Pilgrim" ont perdu la vie sur l'Obiou parce que l'avion était en mauvaise condition, qu'il était trop chargé et que l'un des moteurs ne fonctionnait pas.

Mgr Bourassa a révélé autour de ce désastre un fait jusqu'ici ignoré de ce côté de l'Atlantique, à l'effet que le livre de bord du "Canadian Pilgrim" a été trouvé intact dans les flancs neigeux de l'Obiou et que sur une page tachée d'huile, on a déchiffré un message du pilote qui se lisait comme suit: "un moteur a cessé de fonctionner".

Mgr Bourassa est revenu après avoir effectué le voyage du retour à bord d'un autre appareil.

Dès le départ de l'avion de

Montréal, le soir du 30 octobre à six heures, il y avait déjà quelque chose d'anormal qui se passait, a déclaré au début de son récit Mgr Bourassa, qui ajoute qu'en quittant Dorval, l'avion prit la voie ordinaire vers St-Hubert, St-François-Xavier de Brompton, Sherbrooke, Mégantic et Moncton. "Mais avant même d'atteindre St-François dont nous apercevions les lumières, l'avion rebrousse chemin pour nous ramener à Dorval où nous avons passé la nuit à l'hôtel de l'aéroport. Il fallut douze heures pour réparer la panne de moteur et nous sommes repartis le lendemain matin à six heures. Une première escale nous descendait à Grandter, Terre-Neuve vers dix heures du matin le 31 et à la fin de la nuit suivante, la machine nous descendait à l'aéroport de Shannan, Irlande, après avoir fait le saut de l'Océan".

A Shannan, bon nombre d'Irlandais, inquiétés par le retard de l'avion, reçurent les pèlerins avec une joie non dissimulée et

(suite à la page 21)

Une déclaration de . . .

(suite de la 1ère page)

Mgr Bourassa dit qu'il conservera comme l'un des beaux souvenirs de son voyage, la gentillesse de ces Irlandais catholiques qui mirent tout en oeuvre pour égayer les voyageurs et leur faire oublier que le retard du "Canadian Pilgrim" leur faisait manquer les grandes cérémonies de la proclamation du dogme de l'Assomption à Rome. Mgr Bourassa célébra la messe dans la chapelle de l'aéroport et communia tous ses confrères du sacerdoce et la plupart des pèlerins. C'était le matin de la Toussaint et il n'était plus question de songer à "faire" Rome où l'on ne serait arrivé que vers le soir, et donc, les cérémonies finies. Et c'est là, à Shannan, que les pèlerins décidèrent de changer leur itinéraire et d'entreprendre Paris, Lourdes, la Côte d'Azur et Nice avant d'arriver à Rome, ce qu'ils se proposaient de faire au retour de la Ville Eternelle où ils devaient assister à la proclamation du dogme de l'Assomption, mais non à la béatification de Marguerite Bourgeoys.

Les pèlerins se dirigèrent donc vers Paris où ils arrivaient un peu après midi le jour de la Toussaint. A Paris même, ils furent l'objet d'une belle réception dans la salle du conseil municipal où un conseiller de la ville leur souhaita la bienvenue, en mots charmants auxquels répondit Mgr Bourassa. Ils visitèrent

aussi l'hôtel de ville et demeurèrent dans la ville une couple de jours. Le mardi, le groupe se rendait à Lourdes, "un peu désert à cette époque-ci de l'année, ce qui nous a permis de visiter et de circuler plus à notre aise au sanctuaire et sur les abords, nous dit Mgr Bourassa, qui ajoute que cependant il y avait sur les lieux, un imposant groupe de pèlerins de la Nouvelle-Angleterre.

De Paris, les pèlerins se rendirent sur la Côte d'Azur visitèrent Nice et Monte Carlo. De Nice à Rome, les pèlerins firent le voyage en chemin de fer, tandis que Mgr Bourassa le faisait en avion pour faire les préparatifs, du lendemain de la cérémonie de la béatification de Marguerite Bourgeoys. Le lendemain, 13 novembre, le groupe se trouvait réuni au 1200 Canadiens à qui le Souverain Pontife donnait une audience générale spéciale, cette même audience à laquelle assistèrent les victimes de la tragédie. Immédiatement après cette cérémonie qui avait suivi celle de la béatification, ceux qui montaient à bord du "Canadian Pilgrim" retournèrent à leur hôtel pour chercher leur bagage et filer à l'aéroport de Ciampino à huit milles de Rome. Laissons maintenant la parole à Mgr Bourassa:

"Les pèlerins de notre groupe et les pèlerins qui ont péri se partageaient trois hôtelleries, le "Nova Roma", le "Quirinal" et le "San Remo". Immédiatement après le déjeuner, le groupe partit pour l'aéroport de Ciampino accompagné de Mgr Alderville Bureau, l'un des victimes. Il est à remarquer

Des. inst.
The Mallett
p. Tootle now.
28-12-52.

pendant que Mgr Bureau ne devait pas monter dans cet avion. C'est n'est que rendu à l'aéroport qu'il décida de partir, car là encore, un retard de deux heures lui permettait d'envoyer chercher ses bagages qui étaient au Collège Canadien et de partir avec le groupe.

"Il était sept heures du soir en France et une heure de l'après-midi quand la tragédie s'est produite. Mais ce n'est que le lendemain, le 14, que notre groupe apprit la nouvelle. Nous étions rendus à Capri où nous avions passé la nuit. Cette randonnée du lendemain de l'audience générale au Vatican, comportait pour nous un arrêt à Naples et un autre à Corrente. Ce matin du 14, quelques pèlerins entrèrent dans une boutique de barbier après le déjeuner et apercevant un journal italien, l'un des pèlerins, un prêtre, qui attendait son tour sur la chaise, prit la feuille dans ses mains et dit à ses compagnons en badinant:

— Voulez-vous que je vous lise de l'italien?

"Or le journal annonçait en grosses manchettes de première page la tragédie des Alpes. Le babinage fut de courte durée. Tout le monde était figé de stupeur. Nous venions de laisser et nous avions causé avec elles la veille, une dizaine des victimes. Des pèlerins se sont mis à genoux, là, dans la boutique de barbier et dans le vestibule de l'hôtel "Nova Roma". Mais après cette première commotion les conversations indiquaient bien que personne n'était surpris et chacun se rendait compte, pour en avoir fait un commencement d'expérience, que cet avion devait avoir un accident tôt ou tard.

"Mais pour des raisons que nous ne connaissons pas, les pèlerins qui rentrent de Rome en Amérique sont surpris d'apprendre que de ce côté-ci de l'océan, on ignore la cause de l'accident. Quelqu'un a eu intérêt, c'est évident, à filtrer l'information qui a traversé l'Amérique. Les journaux français et italiens n'ont pas apporté de retard à faire connaître la cause de l'accident: une autre panne de moteur.

"Dès le lendemain de la tragédie, les premiers alpinistes à escalader la montagne ont trouvé le livre du bord de l'avion qu'il était intact, sauf qu'humecté par la neige, sali et taché d'huile; les feuilles n'en étaient seulement pas arrachées, et sur l'une des pages le livre de bord disait: "Un moteur a cessé de fonctionner". Le journal "Il Tempo" et le journal "Il Messaggero" d'Italie, de même que le "Figaro", de Paris, ont raconté ce détail très important. L'un des deux journaux italiens décrivait la feuille du livre de bord et disait dans quel état on l'avait recueillie: Pagina Maculta oleo (la page portait des taches d'huile).

"Quant à nous, notre premier souci était de nous assurer le retour. De retour à Rome d'où nous devions repartir, nous avons essayé en vain de rencontrer des officiers de la compagnie, mais ce fut en vain, ils se sauvaient de nous, nous n'avons jamais pu les atteindre. Au bureau même de la compagnie, à Rome, le 19, nous avons vainement tenté de voir le gérant pour savoir si nous partions ou si nous ne partions pas. Au bureau, il n'y avait même pas de gérant et un garçon de comptoir nous a déclaré qu'il ne connaissait rien de cela. Bien plus, Mlle Edith Chipin, qui nous pilotait, n'a jamais pu rien obtenir, aucun renseignement d'aucune sorte, après plusieurs tentatives de pèlerins individuellement ou en délégation.

Nous nous sommes alors tourné vers M. Désy, ambassadeur canadien en Italie, qui nous a accueilli chaleureusement et a sympathisé avec notre groupe. M. Désy nous a déclaré qu'il n'était pas autorisé à nous donner de l'argent dont plusieurs avaient besoin pour passer deux autres jours, mais il nous dit qu'il ferait l'impossible pour obtenir du gouvernement canadien qu'un avion vienne nous chercher. C'est ce qu'il a fait et les derniers arrangements ont été faits entre la Trans World Airline et le représentant à Montréal de l'agence de voyages "Pèlerinages et Voyages de l'Amitié".

La version la plus répandue au Canada, quant à la cause de l'accident, avons-nous dit, c'est que le pilote du "Canadian Pilgrim" avait voulu prendre un raccourci au-dessus des Alpes françaises par suite de ses deux heures de retard au décollage de Rome?

Le gouvernement canadien, nous a répondu Mgr Bourassa, en donnant la permission d'envoyer un avion nous chercher à Rome, n'a pas voulu autoriser plus que 47 pèlerins à bord. Au départ de Montréal, le soir du 30 octobre, nous étions 68 à bord en comptant l'équipage. Et quand le "Canadian Pilgrim" est revenu pour le voyage tragique il portait 61 personnes. Il est évident que l'avion n'était pas en état de porter une telle charge et il avait eu assez de panes et de difficultés depuis un certain temps, la compagnie aurait dû y voir. Il est faux, absolument faux, que le pilote ait pris un raccourci pour compenser à son retard de deux heures à Rome. Ce qui est arrivé, c'est qu'un moteur a manqué et les trois autres n'étaient pas assez puissants pour supporter la charge. Quelques heures avant la tragédie, il pleu-

vait et il ventait très fort à Rome, et on peut s'imaginer ce que cela pouvait être dans les Alpes. Un vent a soufflé à une force de cent milles à l'heure dans les montagnes ce soir-là, accompagné de neige, et l'avion, impuissant à prendre de l'altitude à cause de sa charge, et affaibli par l'inactivité d'un moteur, n'a pas pu s'élever au-dessus du sentier de la tempête et il a été poussé et emporté loin de son trajet jusqu'à ce qu'il frappe de flanc le mont Obiou. C'est là la version des journaux italiens et français et c'est bien la conviction d'un grand nombre de pèlerins qui reviennent de Rome et qui étaient en Europe quand s'est produit le désastre.

Le pilote n'a pas été sans se rendre compte, d'après ce que vous dites, du danger qu'il courait?

Le pilote était d'une grande habileté et les pèlerins n'ont rien à reprocher au personnel de ces avions qui était d'une grande prévenance, remplis d'attentions de tous les instants pour leurs passagers. Mais la compagnie savait qu'elle transportait ses pèlerins dans une "barouche" depuis plusieurs semaines. Ce n'était pas un avion pour des passagers; c'était un avion qui avait servi au transport de matériel de guerre aux Alliés pendant le dernier conflit et on l'avait aménagé pour voyager les pèlerins de l'Année Sainte. Dès que j'y fus monté, à Dorval, le soir du 30 octobre, j'ai eu tout de suite l'impression que ce n'était pas un avion comme ceux que j'avais déjà vus, dans lesquels j'avais monté. Pendant le trajet Montréal-Saint-François-Xavier, avant que l'avion ne retourne à Dorval pour la panne de douze heures, j'avais remarqué que l'une des hélices ne fonctionnait pas, et le lendemain, au-dessus de l'Océan, j'ai remarqué que l'hélice d'un des moteurs fonctionnait au ralenti. Quand une hélice fonctionne bien, vous ne la voyez pas. Or, à ce moment-là, il y avait déjà un risque pour nous de tomber dans l'Océan... Dans ce temps-là, vous savez, entre la terre et l'eau, vous dites: "Mon Dieu, nous sommes entre vos mains".

Est-ce que votre groupe devait revenir sur le "Canadian Pilgrim"?

Nous faisons un voyage de 14 jours, du 30 octobre au 13 novembre, aller et retour, sur le "Canadian Pilgrim". C'était là notre contrat initial. Toutefois, la compagnie nous avait demandé si nous avions objections à retarder de quelques jours pour prendre des pèlerins qui étaient allés en Europe par bateau et qui voulaient retourner au Canada plus rapidement. Les victimes formaient ce groupe: ils étaient venus par bateau avec Mgr Roy et repartaient le 13 par l'avion détruit.

"Dans cette tragédie, poursuit Mgr Bourassa, la compagnie veut rejeter le blâme sur l'équipage qui ne peut pas se défendre: tous sont morts avec les pèlerins de Rome. Or, la faute retombe sur la compagnie qui avait laissé entre les mains de ses employés, un avion qui n'était pas en condition. A Rome, nous n'avons pu voir aucun officier de la compagnie. La compagnie Curtiss-Reid a fait deux sortes de victimes dans cette épouvantable chose: des morts et des vivants. C'est une tragédie qui n'aurait jamais dû se produire. Je voyage dans des avions depuis 1936, je suis monté dans les avions d'une huitaine de compagnies et je n'ai jamais vu un avion aussi mal équipé que celui-là. Tous les pèlerins que j'ai rencontrés et qui ont voyagé à bord de cet avion sont mécontents et ne remontèrent jamais dans ses voitures. Et tout ce que je vous dis, vous pouvez le souligner et dire que c'est moi qui vous l'ai dit".

Mgr Bourassa a déclaré que plusieurs pèlerins sont mal pris en Europe et même à Rome, par suite de cette tragédie. C'est le cas de deux prêtres du diocèse, nous dit-il: MM. les abbés Arthur Auber, curé de Sawyerville, et Roland Blais, de St-Mathias.

Nous avons demandé à Mgr Bourassa s'il avait vu le St-Père après la tragédie des Alpes. Il nous a répondu qu'après l'accident, le Souverain Pontife a parlé deux fois aux Canadiens. Le groupe de Mgr Bourassa assistait à la deuxième audience, le 19 dans l'avant-midi. "Le Souverain Pontife nous a parlé pendant au moins quinze minutes. Il était très ému et sa voix tremblait. Tous les pèlerins l'entouraient comme on s'approche d'un bon père. Il nous a parlé, a béni nos objets de piété; des pèlerins qui avaient laissé leur mère au pays lui demandait de la bénir. Quand on est si près du Pape, on pleure, mais on pleure de joie".

Mgr Bourassa a terminé cet entretien en disant qu'il avait accompagné à Rome, probablement l'un des groupes les plus intéressants de pèlerins; il n'a pas tari d'éloge sur la façon dont ces hommes et ces femmes, ces jeunes gens et ces jeunes filles se sont comportés pendant tout le voyage, il voudrait revivre le bel esprit qui s'est manifesté du commencement à la fin, et il nous dit que tous étaient visiblement émus à l'arrivée à Montréal. Mais il souligne qu'un incident du voyage n'est pas étrange à cette sympathie communicative remarquable dans le groupe.

A la deuxième visite à Rome, alors que le groupe était désespéré au sujet du retour, M. Désy leur dit qu'il n'était pas autorisé à leur donner de l'argent pour les accommoder aux derniers jours

32

du voyage. Ce que voyant, tous les membres de l'équipe s'aidèrent mutuellement pour la dernière étape et ces petits services rendus dans un moment d'affolement, n'ont pas peu contribué à créer un échange de sympathies touchantes. A la descente de l'avion, Mgr Bourassa a réuni tout le groupe et leur a parlé; il leur a demandé de se souvenir toute leur vie du voyage qui venait de finir.

Quant à lui personnellement, il conserve aussi comme l'un des plus beaux souvenirs du voyage un crucifix de mosaïque qui porte en relief sur argent l'effigie des quatre grandes basiliques de Rome.

LA CURTISS-REID

Dans une déclaration faite à un journaliste de Montréal, un officiel de la Curtiss-Reid, a expliqué qu'en fait l'avion "Pèlerin Canadien" n'avait été forcé de revenir à sa base de Dorval après avoir parcouru une certaine distance, le jour du départ, le 30 octobre. En cours de route, alors que l'aérobis survolait les Cantons de l'Est, le capitaine constata qu'un des moteurs ne fonctionnait pas à son goût. Bien qu'il aurait pu facilement atteindre Gander, à Terre-Neuve, il décida de rebrousser chemin immédiatement et de faire effectuer les réparations à Montréal. Un autre moteur fut mis en place et l'avion put reprendre l'air le lendemain.

On a de plus signalé qu'il arrive très fréquemment que des avions soient forcés de rebrousser chemin pour des troubles de moteurs, les pilotes de toutes les lignes ayant ordre de ne jamais prendre de chance.

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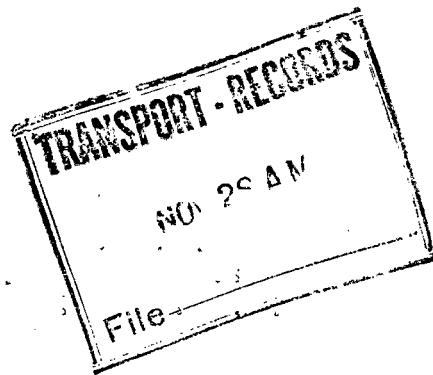
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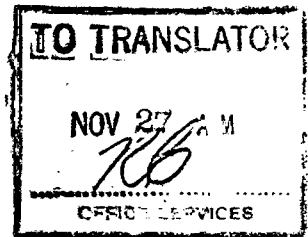
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DWS

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#JK

le 24 novembre, 1950.

Cher monsieur LaCroix,

En l'absence du ministre, qui est en tournée officielle dans l'Ouest du Canada, je prends la liberté de vous accuser réception de votre lettre du 23 novembre au sujet du désastre du Mont Obiou dans les Alpes Françaises.

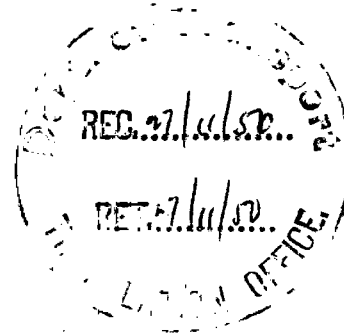
Votre communication sera mise devant M. Chevrier dès son retour au bureau, et dans l'intervalle, je m'empresse de discuter la teneur de votre lettre avec les autorités concernées du ministère. Je suis certain que le ministre voudra vous écrire à ce sujet dans l'avenir rapproché.

Votre tout dévoué,

LAMOUREUX

Lucien Lamoureux.

Wilfrid LaCroix, député,
M. 132, rue St.Pierre,
Québec, P.Q.



427
34

METROPOLITAN LIFE INSURANCE COMPANY

FREDERICK H. ECKER, *Chairman of the Board*

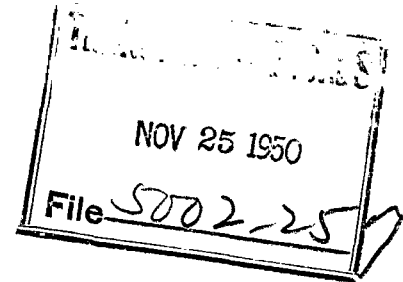
LEROY A. LINCOLN, *President*

CLAIM DIVISION
ARTHUR S. BOURINOT
MANAGER

CANADIAN HEAD OFFICE
OTTAWA, CANADA

November 24, 1950

26278



Mr. C. T. Travers
Superintendent, Air Regulations
Civil Aviation Division
Department of Transport
Ottawa, Ontario

Dear Mr. Travers:

It was very kind of you to obtain
the information contained in your November 22nd
letter.

Just in case there is further
correspondence, the undersigned was the inquirer,
not our Mr. John A. Wilson.

Yours sincerely,

Reid H. Wilson
Section Head
Claim Division

RHW/P



9

TRANSLATION
ah

4133

HOUSE OF COMMONS
CANADA

Quebec, November 23, 1950

Honourable Lionel Chevrier,
Minister of Transport,
Ottawa.

Sir,

29138

Several persons of my county lost their lives
in the accident which happened at Mount Obiou in French Alps,
and their relatives are asking me the following information:

1. Was the Curtis Company authorized by the
Government to operate in that fatal trip from
Rome to Montreal? If so, did regulations compel
that Company to take insurance on each seat and
what is the amount?
2. Could I have the report which the investigator,
Mr. Fournier, made in that connection, so that
those of my electors who lost a relative in that
accident may be acquainted with that report.

I would be grateful if you would give me this
information as soon as possible as I have several requests
in that connection. I would also request that you do all
you can to protect the persons concerned.

Yours truly,

Wilfrid LaCroix
Member for Quebec-Montmorency
132 St. Pierre St.,
Quebec.

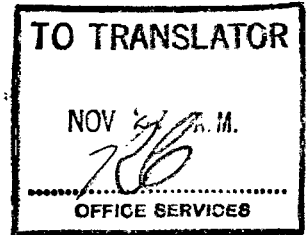


*2 copies
J.M.P.H.
21/12/50*

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5258 - 133*



**Chambre des Communes
Canada**



QUEBEC, le 23 novembre 1950.

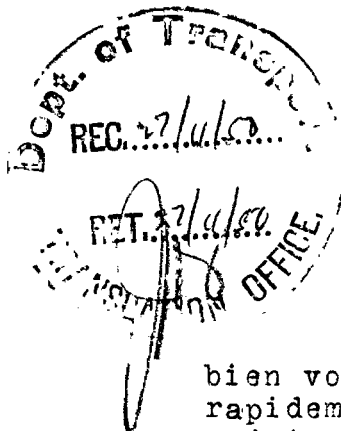
Honorable Lionel Chevrier,
Ministre des Transports,
O T T A W A.



Monsieur le Ministre,

Il y a plusieurs personnes
de mon comté qui ont perdu la vie dans le
désastre du Mont Obiou dans les Alpes Françaises,
et les parents insistent auprès de moi afin de
savoir:

- 10 - Si le Gouvernement a autorisé la
Compagnie Curtis à opérer dans ce
voyage fatal de Rome à Montréal?
Si oui, est-ce que les règlements
forçaient cette compagnie à prendre
une assurance pour chaque siège et
quel est le montant?
- 20 - Est-ce que je pourrais avoir le rap-
port que l'enquêteur, monsieur Fournier,
vous a fait à ce sujet, afin d'en
faire prendre connaissance aux familles
de mes électeurs éprouvées par ce dé-
sastre.



Je vous serais reconnaissant de
bien vouloir me donner ces renseignements le plus
rapidement possible car j'ai plusieurs demandes à ce
sujet. En outre, je vous demanderais de faire
tout ce qui est possible pour protéger les intéressés.

Votre tout dévoué,

Wilfrid LaCroix
Wilfrid LaCroix,
député de Québec-Montmorency 000209
132 rue St Pierre
Québec

39

MEMORANDUM

Culture of.
Nov 23rd.

Das -

has thus me been
dealt with the quite
an indictment

~~DMF~~
No. 1 am afraid
passengers expected
de luxe accommodation
a tourist fare - However there
should be no compromise
with safety. Suggest
wait for official
findings

OTTAWA

199000210

#JK

November 23, 1950.

Dear Sir:

In the Minister's absence from the office,
I am taking the liberty of acknowledging receipt
of your letter dated November 17, regarding the
crash near Grenoble, France.

Your communication will be put before the
Minister when he returns to the office.

Yours sincerely,

L. LAMOUREUX

Lucien Lamoureux.

Arnold Goldberg, Esq.,
Attorney at Law,
149 Broadway,
New York 6, N.Y.

PA CFEDN
accident file
C.H.

13670

1950 NOV 23 AM 9 26

OW 6

DAS OW ATTN SUPT AIR REGULATIONS

ARQ534 INSPECTOR FOURNIER ADVISES PROCEEDING ROME NOVEMBER

22ND STOP ANTICIPATES RETURNING PARIS NOVEMBER TWENTY FOURTH

AND RETURN MONTREAL WEEK NOVEMBER TWENTY SEVENTH

DCAS DO MONTREAL 221607Z

ARQ534 22ND

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5002-257

O t t a w a,
November 22, 1950.

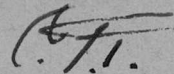
Mr. J. A. Wilson,
Assistant Vice-President,
Metropolitan Life Insurance Company,
180 Wellington Street,
Ottawa, Ontario.

Dear Sir:

In reply to your telephone inquiry, regarding proof of death of Canadians killed in the accident to Curtiss Reid's aircraft CF-EDN in France, we have been advised that applications for certificates of death of any of the passengers known to be on board should be addressed to the Canadian Consul, Canadian Embassy, Paris.

A representative of this Department is attending the Proceedings of the Court of Inquiry and, on his return, a report, concerning the accident, will be issued.

Yours truly,



(C. T. Travers),
Superintendent, Air Regulations.

CTT/VMA

85
28

5002-257

O t t a w a,
November 22, 1950.

Mr. M. Allard,
Claims Supervisor,
Continental Casualty Company,
Star Building,
231 St. Jacques Street West,
Montreal, P. Q.

Dear Sir:

In reply to your letter dated November 20, 1950, concerning the loss of the Canadian Pilgrim, registered CF-EDN, and resulting insurance claims, you are advised that this Department has not yet received a report of the investigation now being carried out by the French authorities and is unable, at the present time, to supply you with a list of passengers.

A representative of this Department is attending the Proceedings of the French Court of Enquiry and, on his return, a report will be released. In the meantime, we have been advised that applications for certificates of death of any of the passengers known to be on board should be addressed to the Canadian Consul, Canadian Embassy, Paris.

I trust that the above information will be of assistance.

Yours truly, by
Original signed by

R. Dodds
(R. Dodds),
Controller of Civil Aviation.

CTT/VMA

67

SUPPOSED
POINT OF IMPACT

LINE OF FLIGHT - - - - ->

WRECKAGE
& BODIES

MOUNT OBIDU - Altitude
2,793 ms.

000215



PÈLERINAGE DE N.-D. DE LA SALETTE

40 - La Majestueuse Chaîne de l'Obiou

(49) Cliché Schnydrig (M.S.)

Propriété exclusive des Missionnaires de N.-D. de la Salette

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000216

ATC:ems

→ 5002-257
5002-1
5258-133 26

November 20th, 1950.

J. H. Tudhope, Esq.,
Civil Aviation & Communications Attache,
Office of the High Commissioner for Canada,
Canada House,
London, S.W. 1

Dear *Tuddy*;

Thanks for your letter of the 17th of November with reference to the recent loss of a Curtiss-Reid Flying Services aircraft in the Alps.

In this matter we are guided by I.C.A.O. procedure, which is for the accident to be investigated by the authorities of the country of occurrence, and we, as the country of registry, are entitled to send a watching member to take care of our interests. Actually on the same day that the accident was reported, we sent over Inspector Fournier, of our Montreal District office. Mr. Fournier is a capable young lad who is completely bilingual, and has had some experience in the investigation of accidents.

I must apologize for not having kept you informed as to what was happening, but frankly, since the accident took place in France, and since there was a tremendous rush of telegrams hither and yon, concerning the international aspects of the case, I did not feel that you would be particularly interested, but I do admit that we should have kept you posted.

Most of your specific inquiries are typical of the policy questions received ~~and answered~~ by the Air Transport Board, so I am taking the liberty of sending your letter and a copy of this reply to Mr. J.R. Baldwin, the Chairman of the Board. He may want to correspond directly with you in this connection.

Best personal regards.

Yours sincerely,

Original signed by
A. T. Cowley
(A.T. Cowley)

Director of Air Services.

*copy
MAG
29/11/50*

25

CONTINENTAL CASUALTY COMPANY

HEAD OFFICE FOR CANADA - TORONTO

P. P. DE LA BRUÈRE
DIRECTEUR PROVINCIAL

SUCCURSALE PROVINCIALE:
ÉDIFICE STAR: 231 OUEST RUE ST-JACQUES

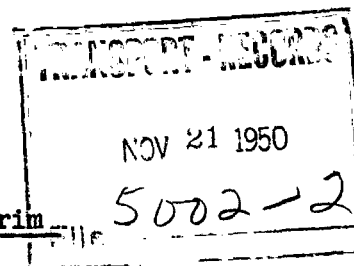
MONTREAL

November 20, 1950.

CAR

Department of Transport,
Ottawa,
Ont.

25575



Gentlemen :

Re: Canadian Pilgrim

In checking over the list of passengers aboard the ill-fated Canadian Pilgrim, we note that ten passengers were insured with our Company for various amounts ranging from \$5,000.00 to \$15,000.00.

Would it be possible for your department to furnish us with an official list of all the members registered at the take-off, in order to complete our file and give these claims further attention. Would it be also possible to furnish us a list of all identified bodies and let us know if your Department can furnish us with a death certificate on all of those listed below :

Rev. Joseph Pelchat, St.Raphael, Bellechasse - Mr. Alp. Michaud, Plessisville,
Mrs. Aline Timmins, Ste-Anne de la Pocatière - Mr. Art. Pelletier, 187 Ruel Ave.
Mr. Ernest Timmins, Ste-Anne de la Pocatière - Montmorency, P.Q.
Ch. E. Ménard - East Broughton, P.Q. REV.Emilien Martel - St.Gregoire, P.Q.
Mr. A. Dussault, 58 Bagot St., Quebec. REV.Ed. Martel - Parish St-Jean Baptiste
- Mrs. Alice Michaud, Plessisville.

Thanking you in advance for your cooperation, we remain,

Yours truly,

M. Allard
M. ALLARD
CLAIMS SUPERVISOR
ENTERED ON CARDS
No. 3 Bldg.

MA/HR

Ottawa Citizen 18 Nov 50

NOV 21 1950

File 5002-257

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Department of Transport
OTTAWA, CANADA

Inquiry Into Alps Crash Completed

By The Associated Press

CROIX DE LA PIGNE, France — Alpine rescue teams last night had almost completed the task of bringing down to the mountainside town the bodies of the 58 victims of Monday night's "Canadian Pilgrim" air disaster.

Late last night 56 bodies had been brought down from Mont l'Obiou, scene of the crash, and 42 were officially identified by Most Rev. Maurice Roy, Roman Catholic archbishop of Quebec, and a party of Canadian officials.

Complete Inquiry

Maurice Bellonte, chief of the French air safety service office, Friday completed his inquiry into the crash. Bellonte said the plane struck the L'Obiou cliff-face above Croix De La Pigne with its port wing while cruising at normal speed. The fuel tanks in the port wing exploded, shattering the aircraft.

Meanwhile, a report that a baby was among the victims was officially denied. The report arose when a brother and sister of one of the victims said they had seen an infant of about six months in a hammock in the cabin of the plane just before it took off from Rome.

The coffins containing the remains will be taken to Grenoble today in time for a funeral service scheduled for 3 p.m. (9 a.m., E.S.T.). The service will be held in the Cathedral of Notre Dame, presided over by Archbishop Roy and Bishop Caillot of Grenoble.

Although it has been suggested that the crash victims should be buried near the shrine of Notre Dame De La Sallette, about 10 miles from the crash scene and one of France's most famous Roman Catholic shrines, it was understood the bodies will be taken home to Canada.

All but two of the 51 passengers and all of the seven crew members were Canadians. They had attended a beatification ceremony in Rome and were flying home to Canada aboard the plane which was christened "Canadian Pilgrim" when it began ferrying holy year pilgrims between Rome and Montreal last spring.

Only one of the 14 Roman Catholic priests who died in the crash was not a Canadian. He was Msgr. Romano Macchiutti, on his way to become a secretary at the Apostolic Delegation in Ottawa.

It was Msgr. Macchiutti's brother and sister, seeing him off at the airport, who reported seeing the baby aboard the plane.

FILE & REFER
[Signature]

TRANSPORT - RECORDS

NOV 27 1950

File

5002-257

26403

Department of Transport
OTTAWA, CANADA.

FILE & REFER

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(See "Inquiry", Page 11, Col. 2)

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C. P. Edwards

5002-25.7

22

BY AIR BAG.



OFFICE OF THE

HIGH COMMISSIONER FOR CANADA,

CANADA HOUSE,

LONDON, S.W.1.

November 17th, 1950

AR. 412/1

26732

Dear Tom,

The recent loss of the Curtiss-Reid Flying Services, Limited, aircraft in the Alps brought forth numerous enquiries from local people and officials concerning the procedure which might be adopted by the Canadian authorities investigating the circumstances and I had anticipated that this Office might have been requested to do something on behalf of your Department, but up to date, nothing has been received. I assume from press reports that General Vanier was to attend services in connection with the victims and that it was possible the Air Attache in Paris might have been instructed to investigate and make a report. However, we do not even have any information in this connection.

In the event of future accidents to aircraft of Canadian registry in the United Kingdom or in Europe, I would appreciate being advised whether you contemplate any action by this Office or whether you would turn the investigation and report over to the local authorities, namely the Ministry of Civil Aviation.

I understand that the aircraft being operated by Curtiss-Reid was under lease from Seaboard and Western and that they had previously operated an aircraft leased from Trans-Ocean Airlines until this had to be returned to enable Trans-Ocean to meet commitments on the Korean air lift.

Yesterday I received an enquiry as to whether there were any other Canadian operators who might be in a position to carry out trans-Atlantic charter services and I said that as far as I know, Curtiss-Reid was the only company in a position to do this class of work. What their position might be as a result of their loss I was unable to say.

I would very much appreciate hearing from you at your early convenience with regard to the above.

With kind personal regards,

Yours sincerely,

Tudhope

Air Vice Marshal A.T.N. Cowley, C.B.E.,
Director of Air Services,
Department of Transport,
OTTAWA.

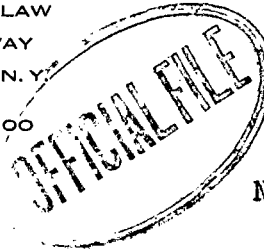
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ARNOLD GOLDBERG
ATTORNEY AT LAW
149 BROADWAY
NEW YORK 6, N. Y.
—
BARCLAY 7-8600



26941

November 17, 1950

Mr. Lionel Chevrier
Minister of Transportation
Ottawa, Canada

→ Re: Crash of Curtiss-Reid, Flying Service Limited, DC-4
Near Grenoble, France, November 14, 1950

Dear Sir:

With deep regret I read in the New York press an account of the above-mentioned crash. Since I was informed early in September of this year that Curtiss-Reid owned only one plane, a DC-4, and since from the photographs published in The New York Times of November 15, 1950 I recognize the stewardess of the crashed plane to be the stewardess of the Curtiss-Reid DC-4 on which I recently travelled, I believe that the plane that crashed was the same plane on which I travelled and which at that time narrowly missed the fate that was to overtake it 2½ months later.

A United Press dispatch from Ottawa dated November 14th and published in The New York Times of November 15, 1950, reports that you stated that the airliner had been airworthy and was manned according to Government requirements. In this regard you may be interested in the following account of my flight on a Curtiss-Reid DC-4 flying from Paris to New York. Although the flight occurred approximately 2½ months ago, the circumstances were sufficiently harrowing to imbed upon my memory details which otherwise might have forgotten. I kept no record of the flight at the time and it is of course possible that minor errors may have obtruded upon my memory, especially with respect to the hour of the day.

On August 31, 1950 I was scheduled to join at Paris a Curtiss-Reid flight from Rome to Montreal (the same route intended for the November 14th flight). The plane, an old DC-4, was scheduled to leave Orly Airport at approximately 12:00 o'clock noon, Paris time. However, the plane was delayed on its flight from Rome. Some time in the afternoon (at 4: or 5: P.M.), the plane arrived at Orly, but the passengers did not enter the plane until approximately 8: P.M. I was advised that we were 63 passengers and 7 crew.

Unlike the case of a regular commercial flight, the weight of passengers' bag-



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BARCLAY 7-8600

-Page 2-

gage was supposed to be limited. My baggage, however, was approximately 2 lbs. overweight and none the less I was permitted to take it with me.

The plane taxied for at least as long as a plane usually does before take-off, when suddenly it bounced and jogged. We were advised that two tires had blown out. After a considerable wait in the plane, we were returned to the airport and did not re-enter the plane until after 2 A.M., September 1st. There was a further lengthy wait before take-off and I fell asleep. I was awakened by an agitated passenger sitting next to me, whose identity I can furnish if you desire. He told me that the plane took off at 3:30 A.M.; that the plane flew halfway from Paris to Iceland (approximately $3\frac{1}{2}$ hours) and was over the ocean when No. 2 engine vibrated violently for about one-half a minute or a minute and shook the plane until the engine went dead; that we were returning to Paris and that one-half an hour had elapsed since the commencement of our return flight. I looked out the window and saw that one engine had stopped and that we were flying over land. Passengers were moved to the front of the plane because the tail was dragging and the mechanic made periodic inspections of the still-functioning engines by glancing out the windows. I asked the steward and stewardess why we did not land at Prestwick or another port in Great Britain and was advised that we were returning to Paris because it was only at Paris that Curtiss-Reid could get an engine replacement if a new engine was necessary. From the time that I was awakened, it took approximately $3\frac{1}{2}$ hours to return to Paris. We made a perfect landing late in the morning (approximately 11 A.M., September 1st) and waiting fire engines drove away without having had to put out any fires.

Upon our return I asked a company official if 70 people was not an overload and was advised that it was not, according to Canadian law. We remained in Paris until approximately 12 midnight, September 2d. While in Paris at least two passengers reported to me that immediately before the take-off at 3:30 A.M. on September 1st, they heard one member of the crew exclaim, "No. 2 is deadlier than a doornail."

Before our third Paris take-off, we were advised that No. 2 engine had been replaced. We still had 63 passengers and 7 crew; although one passenger decided to remain behind, a substitute passenger joined us. We then took off at midnight of September 2d and reached Iceland safely.

Before taking off from Iceland, the engines were warmed up for a while; they were then shut

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-Page 3-

off and the mechanic entered the passenger section of the plane with what appeared to be a few wrenches. He left the plane and made some adjustments to No. 2 engine for about five minutes (it may be that this episode occurred before leaving Gander-Newfoundland, but I believe it occurred in Iceland).

We arrived in Gander after an uneventful flight from Iceland except for delay due to bad weather over Newfoundland. During the flight from Gander to Montreal the mechanic reported the following distressing information:

1. During the morning of September 1st on our attempted flight to Iceland, one of the passengers saw a sudden brilliant flash of light emanate from No. 2 engine. This occurred some time before No. 2 vibrated and stopped, as recounted above. In alarm, he called the steward. However, the steward did not advise the mechanic or any member of the crew of this fact until after we returned to Paris. The mechanic made no effort to conceal the fact that he considered the steward's admission to be reprehensible. I spoke to the passenger in question and he told me that the flash we saw was not merely the sparking of an engine especially visible at night, but was rather a special circumstance justifying alarm to a passenger and investigation by a crewman.

2. No. 1 engine had flown almost its full limit and would be changed after the flight we were on or after the next flight. However, he informed us that Curtiss-Reid changes its engines more frequently than the regular commercial airlines.

3. A DC-4 could fly safely with three engines. However, there was at least considerable doubt whether our plane, in view of its heavy load, could fly on two engines. Finally, we would certainly crash if we had to rely on only one engine.

Apart from the mechanic's information, the flight from Gander to Montreal was uneventful until we were two hours away from Montreal when suddenly No. 4 engine spluttered and in a matter of seconds went dead. Once again passengers were moved from the rear of the plane to the front and the mechanic began to inspect the still-running engines periodically. It took us over three hours to arrive in Montreal. As we were taxiing after a satisfactory landing and were about to come to a halt, No. 2 engine burst into flames and No. 4 engine was flashing light apparently reflected from No. 3 engine. The flames lasted

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- Page 4-

for a very brief period.

When I left the plane, I heard the pilot in the cockpit recounting to a person on the ground part of the history of the flight, and I gathered that the pilot was as surprised as I was that we returned alive.

Although you are no doubt more interested in the mechanical aspects of the flight, I feel I must recount the public relations policy of Curtiss-Reid as demonstrated during the course of the flight because I believe it may have some bearing on the methods of the company generally.

1. Passengers were never properly advised of what was happening. During lengthy waits at Paris, neither members of the crew nor officials of the company attempted to satisfy the reasonable curiosity of the delayed, and later anxious passengers. When emergencies arose, no member of the crew made any announcements and the passengers' sole recourse was to stop a crew member passing and "pump" him for information. This was especially difficult in view of the fact that the steward and stewardess generally disappeared at such times.
2. There were not enough pillows and blankets on the plane to supply one to each passenger and during several stages of the flight the washrooms were kept in a deplorable condition.
3. There was no effort to maintain the order customary in airplanes. I had flown before (three times across the Atlantic in addition to other flights) and was therefore generally familiar with passenger custom. Passengers did not fasten safety belts even though the instruction light was so flashing and at such times they sat on the arms of chairs, congregated in small groups and walked in the aisles. Indeed, on several occasions after certain passengers were requested to move from the rear of the plane to the front of the plane to provide proper balance, other passengers moved to the rear of the plane to engage in social conversation. In addition, passengers smoked without hindrance when the no smoking light was lighted. Discipline was particularly necessary on the flight because most of the passengers were new to air travel. When I and the few other experienced air travellers requested the steward and stewardess to compel the passengers to obey the basic rules, they reluctantly made a few half-hearted efforts, but soon ceased to bother.

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- Page 5 -

I realize that in the present state of our technology a plane can crash even though the flight is made under theoretically perfect conditions. However, the flight afforded by the Curtiss-Reid DC-4 on August 31st gave the passengers only a sporting chance of arriving at their destination. We won our unasked-for gamble; the 58 people on the November 14th flight perished.

I have no interest in any airplane company. I have no claim against Curtiss-Reid, nor do I represent anyone who has any claim against Curtiss-Reid. I write this letter because the tragedy of the recent crash has impelled me to give you a full description in order to aid investigatory authorities and in the hope of preventing recurrences.

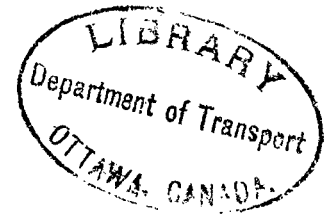
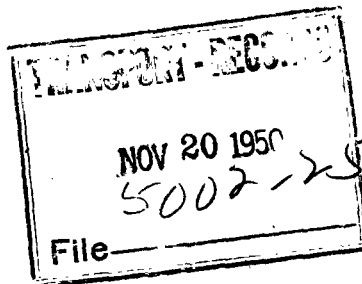
I wish to place myself at your disposal in the event that you desire any further details.

Respectfully,



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25317



Canada To Investigate Plane Crash

The Canadian government is to launch an investigation of Monday's air crash in the Alps which took 57 Canadian lives.

Transport Minister Chevrier announced Tuesday that Inspector J. P. Fournier of Montreal was leaving yesterday for the scene of the accident to represent the transport department and assist in the preliminary inquiry.

He said the plane—a DC-4—had been certified as airworthy according to Canadian requirements. The flight crew was "fully competent and qualified personnel," he said.

"The aircraft was operated by the Curtiss-Reid Flying Service of Montreal, a company which is licensed to perform non-scheduled charter service and which has been engaged during the present year on non-scheduled operations across the North Atlantic," the minister said.

Extends Sympathy

"Speculation as to the cause of the accident is of little value prior to the official investigation although it is known that the plane was operating in an area of extremely bad weather," he said.

"Since the accident took place on French territory the formal

investigation will be held by the French government under French law.

"My most sincere sympathy and that of my colleagues in the government is extended to the families of the deceased in this time of sorrow," he said in a statement.

The Montréal official of the transport department is a qualified inspector and will look into the causes of the accident with French officials. He was travelling to France by TCA.

FILE & REFER

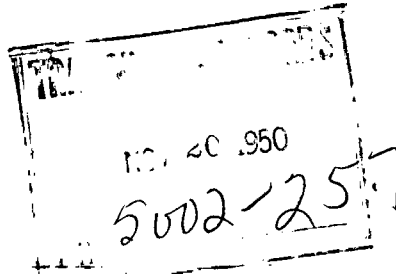
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C. P. Edwards

Ottawa Citizen 15 Nov 50

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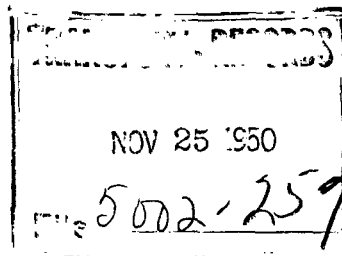
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C. P. Edwards

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26183



Canada Takes Hand in Probe Of Air Crash

**Ottawa Assigns
J. P. Fournier
To Investigation**

Canada will be represented on the Board of Inquiry which will investigate the crash of the Canadian Airliner in the French Alps yesterday, in which 57 Canadians lost their lives.

Air Vice Marshal A. T. Cowley, Director of Air Services, Transport Department, told The Journal J. P. Fournier, a Civil Aviation inspector in the Montreal district, will fly to France today.

Probe in France.

Under the International Civil Aviation organization, of which Canada is a member, inquiries into such accidents are conducted in the country of occurrence, and in this case, France will set up a Board of Inquiry, but a Canadian must be allowed to sit as a member. Mr. Fournier has been nominated to take this position on the board.

Not Overloaded.

Information in Ottawa indicated the DC-4 plane was not overloaded at the time of the mishap, although information on this point will be sought by the Board of Inquiry. Officials said the DC-4 had carried as many as 62 passengers on the Transatlantic flight, and it was assumed the usual restrictions as to weight of luggage had been imposed on the ill-fated plane leaving Rome.

Concluded on Page 16, Col. 6.

Planned TWA Trip.

PARIS, Nov. 14.—(Reuters)—The Canadian pilgrims who died last night in a plane crash in the Alps were originally to have flown home in a Trans-World Airlines plane rather than the private charter plane which crashed, a tourist agency spokesman said today.

Roger Guillevin, of the French tourist agency which arranged the pilgrimage, said that the Canadian Government would not allow them to use the TWA plane.

"We wanted the party to fly TWA", Guillevin said. "But the Canadian Government would not give permission for an airplane of this company to land in Montreal. They said we must use a Canadian plane."

The crashed plane belonged to the Curtiss-Reid Air Services Limited of Montreal.

Guillevin said the 1,500 Canadian pilgrims his agency handled had passed through Lisbon, Lourdes, Paris—where they attended mass in Notre Dame Cathedral—and Lisieux on their way to Rome.

In Italy they visited Florence, Venice, Milan, Pisa and Assisi.

On hearing of the crash, the Canadian Ambassador to France, Major General George Vanier, booked a seat on the night train from Paris to Grenoble.

"Possible."

Government aviation officials said today it was possible that a Trans-World Airlines plane was refused permission to bring to Montreal the Holy Year pilgrims killed yesterday in the crash of a Canadian airliner.

If that was so, a spokesman said, it was because of an international understanding that permission for non-scheduled flights go first to airlines of the two countries between which the flight is to be made—in this case, Canada and Italy.

The spokesman here said that by international understanding a third-country airline—as the American-operated TWA would be in this case—can get permission for a non-scheduled flight only if airlines from either of the first two countries are not available.

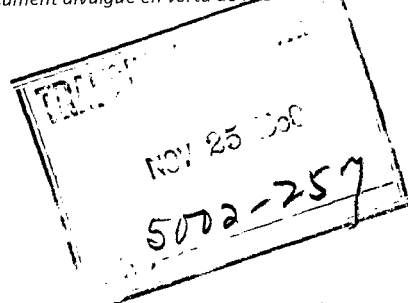
He said he was sure that a TWA application to fly the pilgrims—if one was made—would have been rejected because Curtiss-Reid, a Canadian airline, and probably also Trans-Canada Airlines were available to handle the traffic. If those two airlines had not been available, the pilgrims probably could have used an Italian airline, which would have been qualified.

FILE & REFER

24/11/50

C.P. Edwards

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Ottawa Orders Inquiry Into Air Disaster

Transport Official Sent to Europe

By James A. Oastler
Star Staff Correspondent

OTTAWA, Nov. 14—The Canadian Government will investigate the plane crash which cost 58 lives in the French Alps yesterday.

Hon. Lionel Chevrier, Minister of Transport, announced today an official investigation of the accident will be carried out by the Canadian Government.

Inspector J. P. Fournier of Montreal is proceeding this afternoon via Trans-Canada Airlines to Europe. Mr. Fournier will represent the Department of Transport and assist in the preliminary investigation.

The aircraft was operated by Curtis-Reid Flying Service of Montreal, a company which is licensed to perform non-scheduled operations across the Atlantic, Mr. Chevrier said. The plane, a DC4 Skymaster, had been certified as airworthy according to Canadian requirements and the flight crew were fully competent and qualified personnel.

"Speculation as to the cause of the accident is of little value prior to the official investigation, although it is known that the plane was operating at the time in an area of extremely bad weather," the Minister went on. "Since the accident took place on French territory the formal investigation will be held by the French Government under French law. My most sincere sympathy and that of my colleagues in the Government is extended to families of the deceased in this time of sorrow," Mr. Chevrier concluded.

Trouble Claimed On Previous Flight

WINDSOR, Ont., Nov. 14—(C.P.)—The Canadian airplane which crashed in the French Alps with 58 persons aboard yesterday had trouble on a earlier flight carrying pilgrims returning from Rome, two Roman Catholic clergymen in Windsor said today.

Very Rev. John H. O'Loane, president of Assumption College, and Most Rev. C. L. Nelligan of the college staff, said they were passengers on the same plane a week ago, returning to Canada from a holy year pilgrimage to Rome.

Over the Rhone valley in Southern France, one of the four engines went dead, and the DC-4 turned back to Marseilles where it landed without incident, the two priests said.

The passengers—more than 50—were delayed 24 hours while the engine was repaired. The rest of the trip to Montreal was uneventful.

W. R. Oliver, general manager of Curtiss-Reid Airtours in Montreal, whose plane crashed in France with 58 aboard, said today that trouble developed by the plane a week ago was a minor mechanical difficulty.

He was commenting on a statement by two Roman Catholic clergymen in Windsor, Ont., who said they were aboard and the plane turned back to Marseilles for repairs.

Mr. Oliver said minor mechanical difficulties are not uncommon to all air services. When these develop, he said, "it is always sensible to go back and check."

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TRANSPORT - RECORDS
NOV 21 1950
File 5002-257

Fifty One Pilgrims Trapped Or Dead After Plane Crash

GRENOBLE, France, Nov. 14 (CP)—Fifty-one Holy Year pilgrims, all but one Canadian, to-day are trapped or dead in the snow-swept crags of the French Alps. With them is the seven-man Canadian crew of their wrecked four-engined plane.

The plane, "Canadian Pilgrim," was carrying them to Montreal after Holy Year ceremonies in Rome. It disappeared late yesterday in a glow of fire near 8,500-foot Mont L'Obiou.

Rescuers plodded up the bleak mountainside at daybreak to-day amid snow, rain and lowering skies. Four rescue parties from nearby villages were stopped last night by stinging rain and sleet.

Bad weather prevented planes

from joining the search at dawn. Hundreds of guides and gendarmes swarmed up the rocks toward the 5,000-foot level, where the DC-4 Curtiss-Reid Airtours plane is believed to have crashed.

Scene of the accident is about 85 miles from Mont Blanc—visible on the rare clear day—where an Indian Airlines plane crashed with 48 passengers Nov. 3. Veteran Alpine mountaineers reached the scene several days later and found all 48 dead. They reported that the bodies cannot be brought down until the spring thaws.

Veteran climbers said the search for the missing Canadian plane should be easier because the lower Mont L'Obiou is more accessible.

The passengers, 10 of them Roman Catholic clergymen, had been received by the Pope a few hours before the plane left Rome.

The Pope, when informed of the disaster, isolated himself in the Vatican chapel to pay for the victims. Tears were streaming down the Pontiff's face when he left his court officials.

Most of the pilgrims were from Montreal, Quebec City, and villages fringing the St. Lawrence River. One was an American.

The DC-4 was chartered from the Cartierville, Que., firm to fly the pilgrims between Montreal and Rome.

The pilgrims had gone to Rome for the beatification ceremony last Sunday of Marguerite Bourgeoys, who founded the Order of Sisters of our lady of the Canadian Wilderness 300 years ago. The ceremony, last beatification of the Holy Year, attracted 1,200 Canadian Roman Catholics, including several bishops and scores of priests.

FILE & REFER

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C. P. Edwards

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File 5002-257

25850



Ottawa To Probe Air Disaster

By Ross Munro
(From The Journal's Ottawa Bureau)

OTTAWA.—The Canadian government is to launch an inquiry into the air crash in the French Alps when a Canadian transport plane went down with 58 aboard.

Transport Minister Chevrier said that Inspector J. P. Fournier of Montreal was to leave immediately for the scene of the crash to represent the transport department and assist in the inquiry.

John Baldwin, head of the Canadian air transport board, said that the Curtiss-Reid Company of Montreal, which operated the plane, was licensed by the board as a chartered carrier.

The company fulfilled all the requirements and followed all the regulations "which are very strict," said Baldwin.

He said the flight crew was a competent one, and that he also believed a flight engineer of the company was aboard the plane to check maintenance carefully at foreign airfields.

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C. P. Edwards

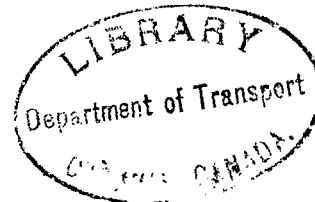
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Halifax Chronicle - Herald 15 Nov 50

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NOV 22 1950
File 5002-257



Inspector Goes To Crash Scene

OTTAWA, Nov. 14—(CP)—Transport Minister Chevrier announced today that a departmental inspector is leaving Canada immediately to assist in the investigation into the crash of the airliner "Canadian Pilgrim" in the French Alps.

He said inspector J. P. Fournier of Montreal is leaving today to represent the Canadian Transport Department and assist in the preliminary investigation into the crash, which claimed 58 lives.

FILE & REFER

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C. P. Edwards

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(TRANSLATION)

MS

Nov. 15, 1950.

5002-257

Roch Pinard, Esq., M.P.
331 Portland
Montreal, P.Q.

Dear Mr. Pinard,-

Further to your telephone call concerning Brother Bernard Barre, Franciscan, who was on board the aircraft of the Curtiss-Reid Flying Service which crashed in the French Alps, I take pleasure in advising you that steps have been taken today by the Air Transport Board to ensure the transportation to Canada of the victims' bodies within the shortest delay possible.

I cannot give you any definite information in the moment but I think that within forty-eight hours, the problem will be settled one way or the other.

Yours, etc.

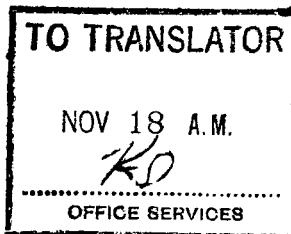
J.C. LESSARD

Deputy Minister.

G.

TRANSPORT - RECORDS
NOV 20 P.M
File _____

JCL/AL



le 15 novembre 1950.

Cher monsieur Pinard,

Pour faire suite à votre appel téléphonique au sujet du Frère Bernard Barre, Franciscain, qui était à board de l'avion de la "Curtiss-Reid Flying Service" qui s'est écrasé dans les Alpes françaises, il me fait plaisir de vous aviser que des démarches ont été faites aujourd'hui même par la Commission des transports aériens pour assurer que les corps des victimes seront transportés au Canada dans le plus bref délai possible.

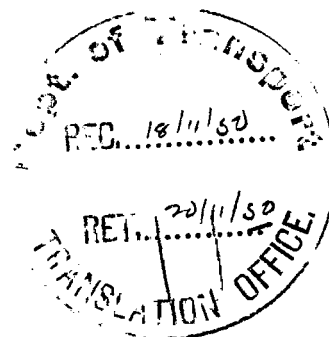
Je ne puis vous donner rien de définitif dans le moment mais je crois que d'ici quarante-huit heures, le problème sera réglé d'une façon ou d'une autre.

Votre tout dévoué,

J. C. LESSARD

J.-C. Lessard,
Sous-Ministre.

Monsieur Roch Pinard,
député,
331 Portland,
Montréal, P. Q.



TRANSPORT RECORDS
NOV 17 1950
5002-257
5002-257
LIBRARY
Department of Transport
OTTAWA CANADA
25100
9

BROKEN BODIES OF 58 ON CANADIAN PILGRIM PLANE STREWN 1,500 FT.

Grenoble, France, Nov. 14—(CP-UP)—An Alpine rescue party which climbed 8,000 feet up Mont L'Obiou to the wrecked airliner "Canadian Pilgrim," found no survivors among the 58 persons aboard, it was announced officially tonight. All but two were Canadians.

A terse radio message received from the party battling rain and sleet on the Alpine peak said: "No survivors."

Rescue operations were then called off for the day in the face of worsening weather conditions. Searchers said the plane apparently hit the top of the mountain and disintegrated.

One guide, Martial Ravana, 42, said the broken bodies of the 58 victims were scattered over the snow and ice for more than 1,500 feet.

"It was a terrible sight," he said. "This was the third crashed plane I have seen, but I never saw one as shattered as this. I did not see one body that remained intact."

PLANE WAS OFF ITS COURSE

The chartered Canadian Skymaster, whose passengers and crew had prayed for God to protect them before taking off from Rome yesterday, plunged into the peak shortly after sundown.

Rome airport officials said today that the plane had strayed off its course.

A statement said the plane's flight plan showed a course along the French south coast, then north. This course would have skirted the treacherous peaks of the Alps.

The statement said:

"The location of the crash clearly indicates that the pilot . . . instead of following the route laid down for him to Marseilles and Lyons, made directly for Lyons (across the Alps) perhaps with the intention of cutting short his journey."

The statement suggested that a strong gale might easily have driven it further into the mountains than the navigator might have thought.

It added that the pilot had accurate weather reports for the

(Continued on Page 2, Col. 1)

TIME & REFERENCE
Pleasant

original course but none for the actual course through mountains.

Ravana said only one battered wing and bits of wreckage remained. Felix Germain, French rescue chief, said a party of between 200 and 300 would leave for the site at dawn. Germain said at least five persons would be needed to carry each of the 58 bodies back along the treacherous mountain slopes which sometimes drop straight down for hundreds of feet.

The guides collected scattered personal possessions they found along the trail. One guide brought back a two-inch thick bundle of U.S. money with a \$100 bill showing on one side.

The wreckage was found at 1 p.m. (8 a.m. E.S.T.), 14 hours after the plane disappeared in a flash of fire.

The wreckage was about 85 miles from where an Indian Constellation plane crashed less than two weeks ago with 48 East Indian seamen and crew. None of these bodies has been removed because of the hazardous terrain. In the case of the Canadian airliner, guides expressed belief the bodies could be brought down to the valley.

Battling against an Alpine blizzard and lashed together with ropes, the guides struggled to reach the fogbound scene 8,000 feet up the 8,700-foot peak. There they found mute evidence to add to eyewitness reports that the plane's engines had cut out, that suddenly two racking explosions thundered across the towering mountains and that sheets of flame licked across the white snow.

Inspector J. P. Fournier of the department of transport's staff at Montreal, will represent Canada at the official investigation of the crash, Hon. Lionel Chevrier, minister of transport, announced. Inspector Fournier will leave for France this afternoon via T.C.A.

~~CONFIDENTIAL.~~ *file-6*

THE DEPARTMENT OF EXTERNAL AFFAIRS

OTTAWA, November 14, 1950.

To: The Deputy Minister for Air Services,
Department of Transport,
O T T A W A .

25834

The documents described below are attached for your information
or for any action you consider necessary:

Copy of Telegram of November 13, 1950 from the Canadian Ambassador
Paris.

Also referred to: Copy of Telegram of November 14, 1950 to the Canadian Ambassador
Paris.
Air Transport Board.

A.D.P. HEENEY

Economic: J.A. Irwin/RS

Under-Secretary of State
for External Affairs

EXT. 67

000238

EXT. 97.5

MESSAGE FORM OUTGOING

FILE REF.

SECURITY CLASSIFICATION

~~CONFIDENTIAL~~

FROM: THE SECRETARY OF STATE FOR EXTERNAL AFFAIRS, CANADA

TO: THE CANADIAN AMBASSADOR, PARIS.

Message To Be Sent

EN CLAIR
CODE
CYPHER

No.

Date

November 14, 1950.

For Communications Office Use Only

Degree of Priority

Important.

ORIGINATOR

Sig. J.A. Irwin.

R.S.

Typed:

Div. Economic.

Local Tel. 3926

APPROVED BY

Sig.

Typed:

Is This Message
Likely To Be Published

Yes () No ()

Internal Distribution:

Done

Date

Copies Referred To:

Air Transport Board.

Dept. Transport
(Air).

Done

Date

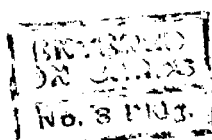
49-P-274-100M

Your unnumbered telegram of November 13, 1950,
Curtiss-Reid Aircraft Accident.

1. An inspector from the Department of Transport
will be leaving Montreal for Paris this afternoon by
T.C.A. via London. It is expected that he will be
J.P. Fournier. He is to represent the Canadian
Government at the investigation which we assume the
French Government will be making into the accident.

2. Will you please request permission for
Fournier to take part in the investigation. He is
instructed to report to you upon arrival.

Secretary of State
for External Affairs.



000239

TELEGRAM

From

THE CANADIAN AMBASSADOR, PARIS

To THE SECRETARY OF STATE FOR EXTERNAL AFFAIRS, CANADA

IMMEDIATE

UNCLASSIFIED

EN CLAIR

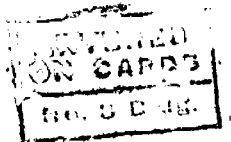
PARIS,

November 13, 1950.

Unclassified. Following from Vanier, Begins:

I regret to inform you that I have just heard that a DC4 plane carrying 51 Canadian pilgrims and seven crew which left Rome at 1415 today is 6 hours overdue at Orly marking CFE EN. Witnesses near Grenoble near Italian frontier heard two explosions and saw great flash near a mountain 2700 meters high. Rescue parties have left five hours climb. It is assumed this is the overdue plane. I telephoned Deay for names, he had none but felt sure that there were no members of the Episcopate on board. He said the pilgrims were from Quebec and the plane chartered from Curtiss-Reid Company. I asked him to obtain names if possible and telegraph them to you. Charpentier is leaving for Grenoble by car at once and I will go myself tomorrow. The Prime Minister, Monsieur Pleven telephoned to me himself to express his sympathy. I tried to telephone you tonight but was told because of atmospheric and strike in United States it might be impossible to obtain communication before tomorrow. Ends.

CANADIAN AMBASSADOR



2

Ottawa, Ontario, November 14, 1950.

Accident - CF-EDN.

5002-257

Inspector J. P. Fournier,
Trans-Atlantic Building,
Montreal Airport, Dorval, P. Q.

1. You are instructed to proceed at once to the Canadian Embassy in Paris and request assistance in making contact with the Civil Aviation authorities concerning with the investigation of the accident to CF-EDN on November 13, 1950.
2. You should co-operate with the French officials conducting the Enquiry and, should they request, make available copies of Certificates of Registration and Airworthiness and particulars of the licences issued to the crew. It should be clearly understood, however, that you are not in attendance as a witness but rather as an official observer interested in obtaining the facts relating to the crash of the aircraft.
3. Under I.C.A.O. Recommendations, the accredited representative is entitled to copies of the final report of the Enquiry. It is not known whether the French Government subscribes fully to this procedure and your request for this report should not be pressed too strongly.
4. You should take care to observe the procedure of the French Board of Enquiry and to refrain from asking any questions without permission of the Chairman.

Original Signed by
G. T. TRAVERS

(G. T. Travers),
Superintendent, Air Regulations.

"C
O
P
Y"

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Ottawa, Ontario, November 14, 1950.

5002-257 (CAR)

MEMORANDUM TO: C.C.A.

1. Attached form of authority for the appointment of an accredited representative to participate in the Enquiry into the accident involving Canadian aircraft registered CF-EDN reported to have occurred near Grenoble, France, on November 13, 1950.

Original Signed by
C. T. TRAVERS

ATTACH.

(C. T. Travers),
Superintendent, Air Regulations.

HWF/VMA

In pursuance of the powers vested in me under
The Air Regulations, I, the Honourable Lionel Chevrier,
Minister of Transport, do hereby appoint Inspector J. P.
Fournier as the accredited representative of this
Department at the Enquiry into the circumstances of the
accident involving Canadian aircraft registered CF-EDN
reported to have occurred near Grenoble, France, on
November 13, 1950.

Dated at OTTAWA this 14th day of November, 1950.

(Lionel Chevrier),
Minister of Transport.

Confidential

DEPARTMENT OF TRANSPORT

FROM NOV. 1950.

TO

CROSS REFERENCES

SUBJECT AIRCRAFT - INSPECTION & REGISTRATION

SUB-SUBJECT ACCIDENTS - MAJOR

FILE TITLE ACCIDENT TO DOUGLAS C-54 CF-EDN, NOV. 13, 1950 NEAR GRENABLE, FRANCE. PILOT G.A. OLMSTEAD, CREW OF 7 & 51 PASSENGERS KILLED

THIS COVER MUST NOT BE FOLDED UNDER FILE WHEN IN USE.

(1) DATE LEFT OFFICE SERVICES	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FOR- WARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED	(6) DATE RETURNED TO OFFICE SERVICES
DEC 29 1950	37056	C.C.A. (2)		CTH	JAN 3 1951
JAN 4 1951	37058	D.A.S.		CTH	JAN 4 1951
	---	C.C.A.	km		DEC 29 1950
	---	C.A.R.		CTH	JAN 3 1951
DEC 29 1950	37056	C.A.R. (1)		CTH	JAN 3 1951
JAN 4 1951	RE PAGE 17, ATTN. L.M.	RECORDS.		G.L.	
JAN 5 1951	37614	CCA		CTH	JAN 10 1951
JAN 5 1951	JAN 8 1951	CAR (1)		CTH	JAN 10 1951
JAN 10 1951		D.A.S. (1)		CTH	JAN 15 1951
		CAR (1)		CTH	JAN 15 1951
FEB 7 1951	Memo 15.1.51	DAS (2)		G.L.	
JAN 15 1951		C.C.A. (1)		km	JAN 21 1951
JAN 27 1951	Memo 27/11/51 CAR	Law		CTH	JAN 29 1951
JAN 21 1951	Ry. Mr. Finkle	CAR (1)		CTH	JAN 29 1951
	39586 Translation				FEB 2 1951
JAN 29 1951	FEB 19 1951	CAR		G.L.	
	Mr. Collins	Sec. Memo. (1)		mm	JAN 29 1951
JAN 29 1951	Submission to Humphreys	C.A.R.		G.L.	
FEB 7 1951		D.A.S.		CTH	FEB 14 1951
FEB 1 1951		Sec		CTH	FEB 2 1951
JAN 29 1951	37437	Law		P	JAN 29 1951
JAN 29 1951	37437	Mr. Tranter		CTH	FEB 5 1951
FEB 5 1951		TRANS. (1)			FEB - 6 1951
FEB 14 1951		TRANS. (2)			FEB 17 1951
FEB 14 1951	Memo 14/2/51	Records (1)			FEB 14 1951
	43510	CCA		G.L.	
		CAR		G.L.	
		Trans		G.L.	
		Mr. Allen		G.L.	

IMPORTANT—DO NOT FAIL TO NOTIFY OFFICE SERVICES WHENEVER A FILE IS PASSED DIRECT TO ANOTHER BRANCH