



# *Parlee, Irving, Henning, Mustard & Rodney*

*Barristers and Solicitors*

W. O. PARLEE, Q.C.  
W. M. MUSTARD, Q.C.  
C. H. KERR  
M. D. MACDONALD  
J. T. BYRNE  
S. F. GODDARD  
N. W. NICHOLS  
H. D. MONTEMURRO  
B. H. FRASER

H. L. IRVING, Q.C.  
M. C. RODNEY  
L. S. WITTEN  
T. A. COCKRALL  
E. L. BUNNELL  
C. R. HENNING  
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N. G. CAMERON

W. J. M. HENNING, Q.C.  
A. T. MURRAY  
R. A. NEWTON  
K. F. BAILEY  
R. J. BUTLER  
A. B. SULATYCKY  
M. J. TRUSSLER  
R. B. DAVISON  
D. M. GUNDERSON

27TH FLOOR, ALBERTA TELEPHONE TOWER  
EDMONTON, ALBERTA, CANADA T5J 2V3  
TELEPHONE (AREA CODE 403) 425-0810  
TELEX 037-3509

13467 MAR 25 74

IN REPLY PLEASE REFER TO:

M.J. Trussler

March 22nd, 1974.

Mr. Roy Jobling,  
Aircraft Accident Investigation,  
Ministry of Transport,  
739 West Hastings Street,  
VANCOUVER 1, B.C.

Dear Sir:

Re: Estates of Marshall, Morrison,  
Lilly, Barton and Goddard vs  
National Trust Co. and Gant  
Crash of July 8th, 1972

Please find enclosed a Notice to Attend  
the above noted trial as a witness for the Plaintiff.

We understand that it will be impossible  
for you to attend the trial the first week of April due  
to a prior commitment at an Airworthiness Court in the  
United States. Therefore please ignore the April 1st  
date on the Notice to Attend.

Tentative arrangements have been made to  
hear your evidence the week of April 15th. The presiding  
judge has agreed and we are only waiting for agreement  
from counsel for the Defendant.

We would appreciate your making your own  
transportation arrangements and we will defray any expense  
to which you are put.

Please do not hesitate to contact Mr. Irving  
with any problems concerning your attendance at the trial.

Yours truly,

PARLEE, IRVING, HENNING,  
MUSTARD & RODNEY,

PER: *Marguerite J. Trussler*  
Marguerite J. Trussler

MJT/at  
Encl.

000002

I N T H E S U P R E M E C O U R T O F A L B E R T A  
T R I A L D I V I S I O N  
J U D I C I A L D I S T R I C T O F E D M O N T O N

Action No. 77155

BETWEEN:

CHRISTINE MARSHALL,  
Administratrix of the Estate  
of JOHN HOWARD MARSHALL,  
Deceased,

Plaintiff,

- and -

NATIONAL TRUST COMPANY, LIMITED,  
and VALANCIA GANT, Executors of  
the Will of DOUGLAS RUSSELL GANT,  
Deceased,

Defendants

---

Action No. 77156

BETWEEN:

MARY ELIZABETH MORRISON,  
of the City of Edmonton,  
Province of Alberta,  
Executrix of the Will of  
GORDON DOUGLAS MORRISON,  
Deceased,

Plaintiff,

- and -

NATIONAL TRUST COMPANY, LIMITED  
and VALANCIA GANT, Executors of  
the Will of DOUGLAS RUSSELL GANT,  
Deceased, and WESTERN CONSTRUCTION  
& LUMBER CO. LTD.,

Defendants.

---

Action No. 81640

BETWEEN:

JUDITH ANNE CLAYTON,  
Barrister and Solicitor,  
of Sydney, New South Wales,  
Commonwealth of Australia,  
Executrix of the Will of  
MAURICE LESLIE GODDARD,  
Deceased,

Plaintiff,

- and -

NATIONAL TRUST COMPANY, LIMITED  
and VALANCIA GANT, Executors of  
the Will of Douglas Russell Gant,  
Deceased, and WESTERN CONSTRUCTION  
& LUMBER CO. LTD.,

Defendants.

Action No. 81641

BETWEEN:

MARGARET LILLIAN JOAN BARTON,  
OF Doonside, in the State of  
New South Wales, Commonwealth  
of Australia, Administratrix  
of the Estate of ASHLEY PAUL  
BARTON, Deceased,

Plaintiff,

- and -

NATIONAL TRUST COMPANY, LIMITED,  
and VALANCIA GANT, Executors of  
the Will of DOUGLAS RUSSELL GANT,  
Deceased, and WESTERN CONSTRUCTION  
& LUMBER CO. LTD.,

Defendants.



Action No. 81642

BETWEEN:

DAWN MONICA LILLY, of Beacon  
Hill, in the State of New  
South Wales, in Australia,  
Executrix of the Will of  
CHARLES LILLY, Deceased,

Plaintiff,

- and -

NATIONAL TRUST COMPANY, LIMITED  
and VALANCIA GANT, Executors of  
the Will of DOUGLAS RUSSELL GANT,  
Deceased, and WESTERN CONSTRUCTION  
& LUMBER CO. LTD.

Defendants.

NOTICE TO ATTEND AS  
WITNESS

TO: ROY JOBLING,  
Aircraft Accident Investigation,  
Ministry of Transport,  
739 West Hastings Street,  
VANCOUVER 1, B.C.

TAKE NOTICE that you are hereby required  
to attend at the trial of these actions before this Court  
at the Law Courts in the City of Edmonton, in the Province  
of Alberta, commencing on Monday, the 1st day of April,  
A.D. 1974 at the hour of 10:00 o'clock in the forenoon,  
and so from day to day until the said actions are tried,  
to give evidence on behalf of the Plaintiffs.

AND TAKE NOTICE, that you are required at

the same time and place to produce the following document:

Any sketches, photographs and reports in your possession in connection with the airplane crash which occurred on the 8th day of July, 1972 near Chetwynd, B.C.

DATED at the City of Edmonton in the Province of Alberta, this 22 day of March, A.D. 1974.

PARLEE, IRVING, HENNING,  
MUSTARD & RODNEY,

PER: Marguerite J. Innes  
Solicitors for the Plaintiffs

S.C. #77155  
BETWEEN:

CHRISTINE MARSHALL,  
- and - Plaintiff  
NATIONAL TRUST COMPANY, LIMITED  
ET AL, Defendants.

S.C. #77156  
BETWEEN:

MARY ELIZABETH MORRISON,  
- and - Plaintiff,  
NATIONAL TRUST COMPANY, LIMITED  
ET AL, Defendants.

S.C. #81640  
BETWEEN:

JUDITH ANNE CLAYTON,  
- and - Plaintiff,  
NATIONAL TRUST COMPANY LIMITED ET AL  
Defendants.

S.C. #81641  
BETWEEN:

MARGARET LILLIAN JOAN BARTON,  
- and - Plaintiff,  
NATIONAL TRUST COMPANY, LIMITED  
ET AL, Defendants.

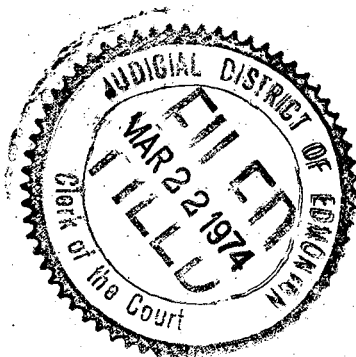
S.C. #81642  
BETWEEN:

DAWN MONICA LILLY,  
- and - Plaintiff,  
NATIONAL TRUST COMPANY, LIMITED  
ET AL, Defenants.

TO THE WITHIN NAMED WITNESS:

TAKE NOTICE that in default of your attending or remaining in attendance at Court in accordance with the requirements of the within notice, upon proof to the satisfaction of the Judge presiding at the sittings of the said Court of the service of this notice upon you, and that a sufficient sum for conduct money has been duly paid or tendered to you and that your presence as a Witness is material, the Judge may by his warrant directed to any Sheriff or other Officer of the Court or to any Constable, cause you to be apprehended and forthwith brought before him, or any other Judge who may thereafter preside at such sittings, or may order you to be detained in custody or otherwise dealt with in accordance with the Rules of the Supreme Court in that behalf.

Solicitors for the  
Plaintiffs.



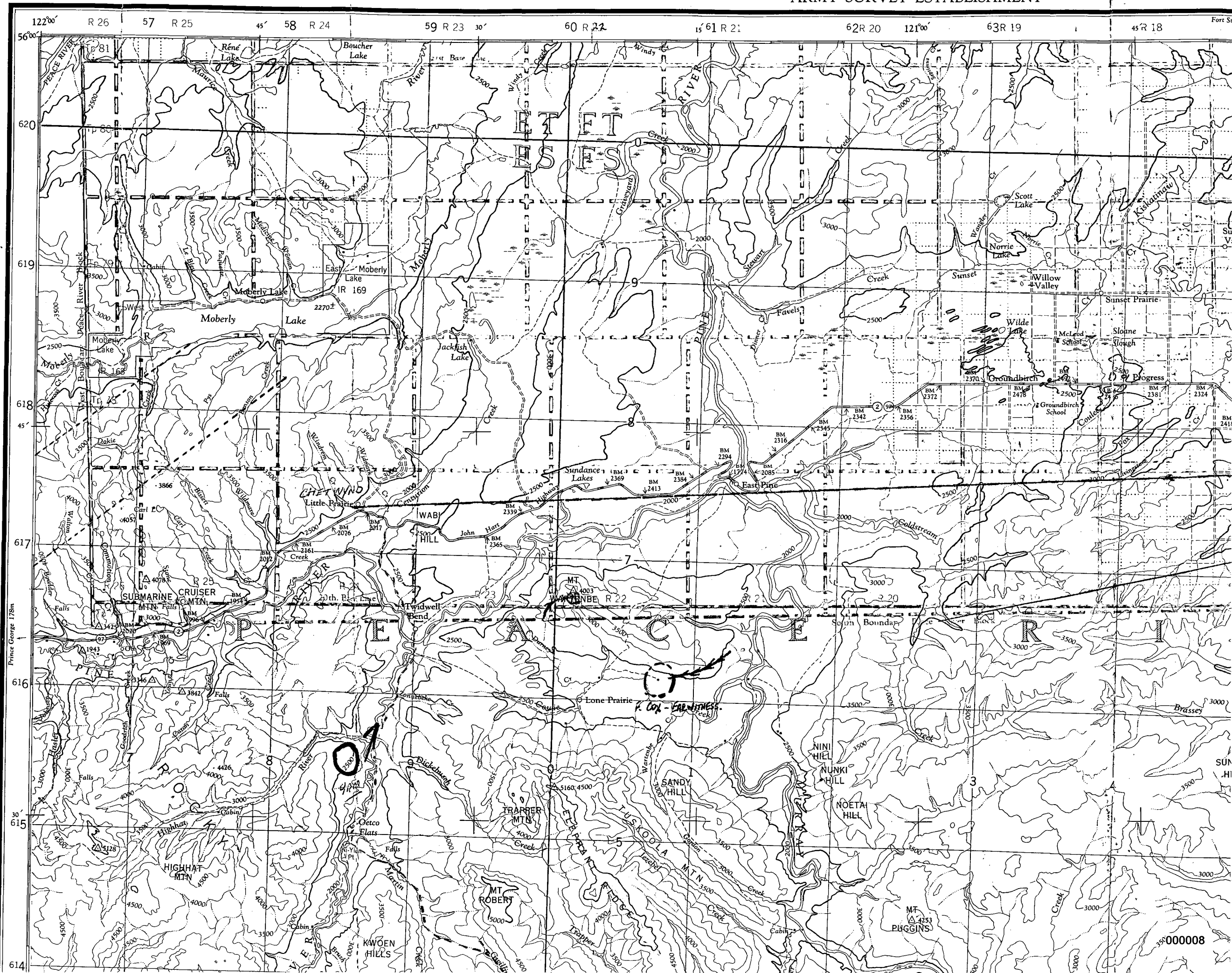
### Notice to Attend as Witness

PARLEE, IRVING, HENNING, MUSTARD & RODNEY  
Barristers and Solicitors,  
27th Floor  
Alberta Telephone Tower,  
EDMONTON, Alberta.

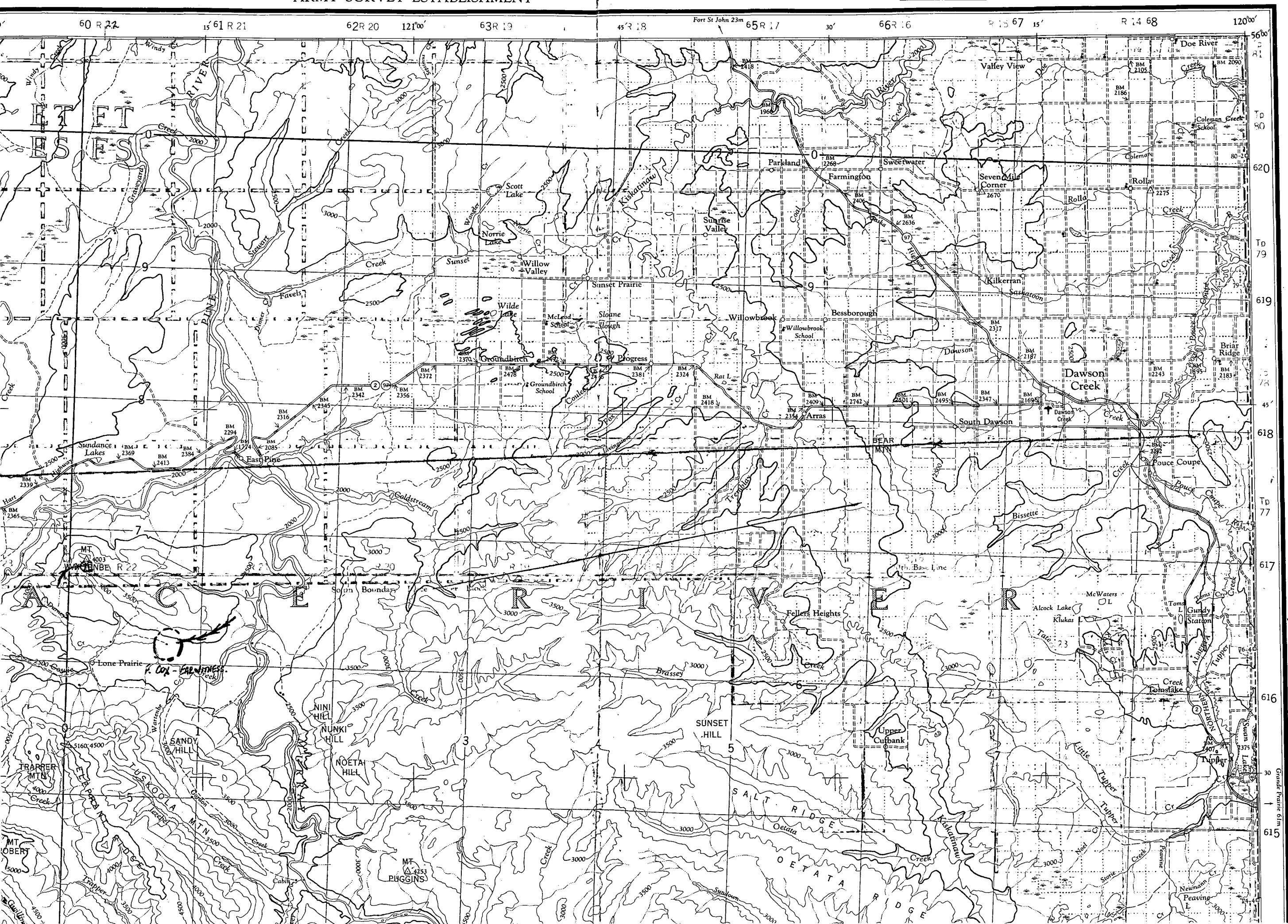
000007

NATIONAL TOPOGRAPHIC SERIES

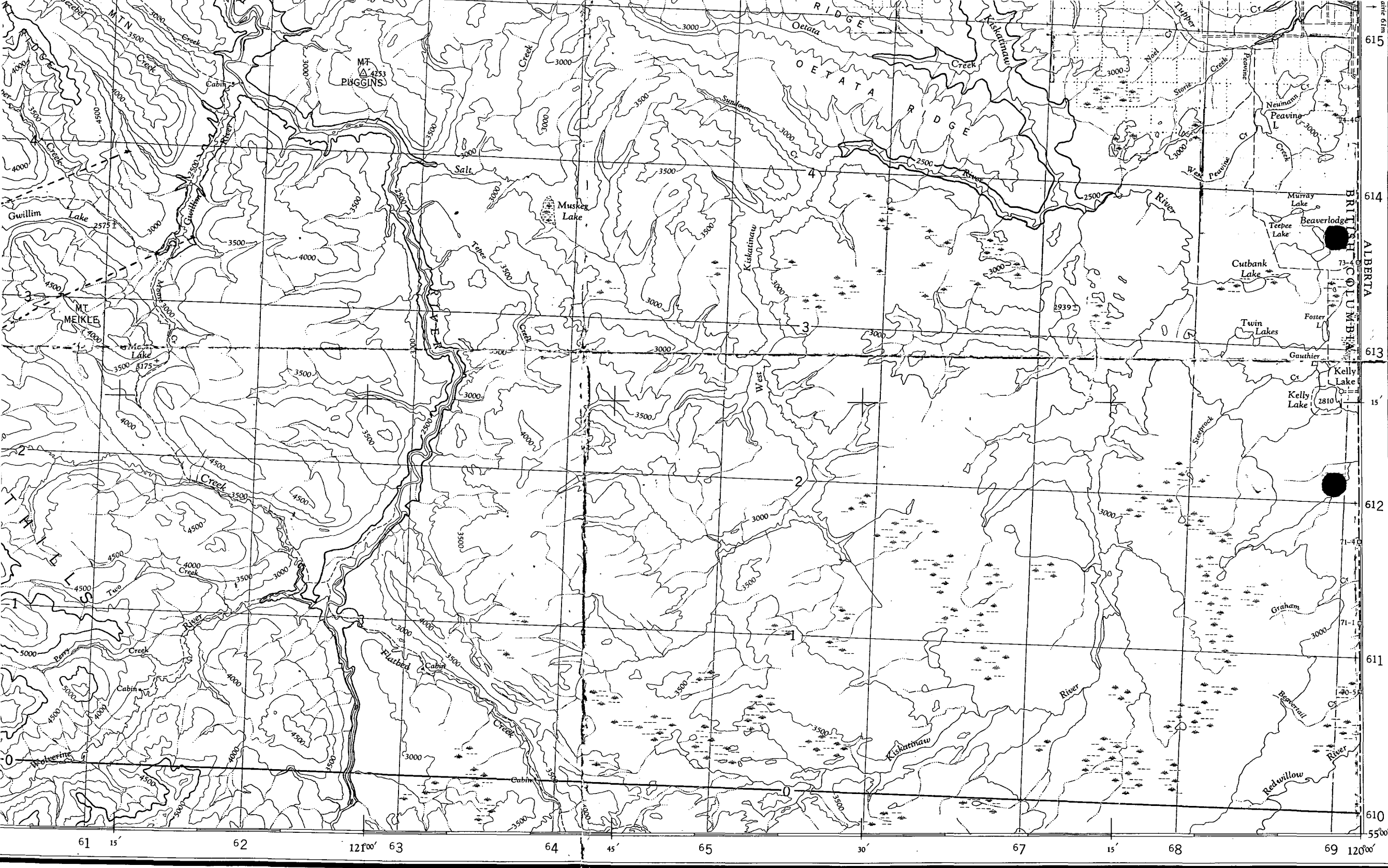
DEPARTMENT OF NATIONAL DEFENCE  
ARMY SURVEY ESTABLISHMENT



AM - 100 to 200' above town.







GRID ZONE DESIGNATION: 10U		TO GIVE A STANDARD REFERENCE ON THIS SHEET TO NEAREST 1000 METRES		
100,000 M. SQUARE IDENTIFICATION		SAMPLE POINT HORIZONTAL CONTROL POINT		
ET	FT	ES	9	
ES	FS			
ER	FR			
60		6		
570000		1		
IGNORE the SMALLER figures of any grid number, these are for finding the full coordinates. Use ONLY the LARGER figures of the grid number, example:		ES9618		
		10UES9618		

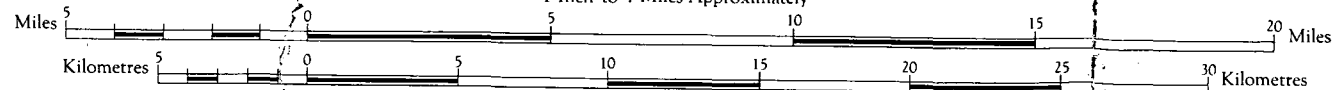
TEN THOUSAND METRE  
UNIVERSAL TRANSVERSE MERCATOR GRID  
ZONE 10

# DAWSON CREEK

BRITISH COLUMBIA

Scale 1 : 250,000

1 Inch to 4 Miles Approximately

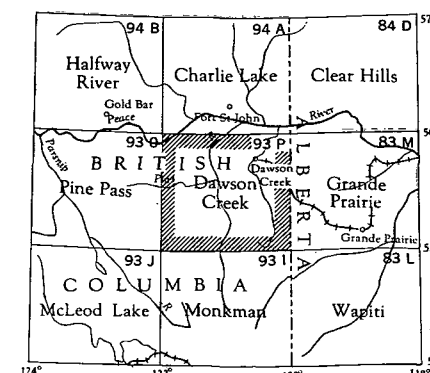


Contour Interval 500 Feet  
All Elevations in Feet above Mean Sea Level.

North American Datum 1927

## REFERENCE

Horizontal Control Point	Spot Elevation, in feet	124
Contours, Elevation	Forest, unclassified	
" Depression	Swamp or Marsh	
" Approximate		
Church, School		
Stream, Intermittent		
Dam		
Falls		
Airfield, on Land		
Power Transmission Line		

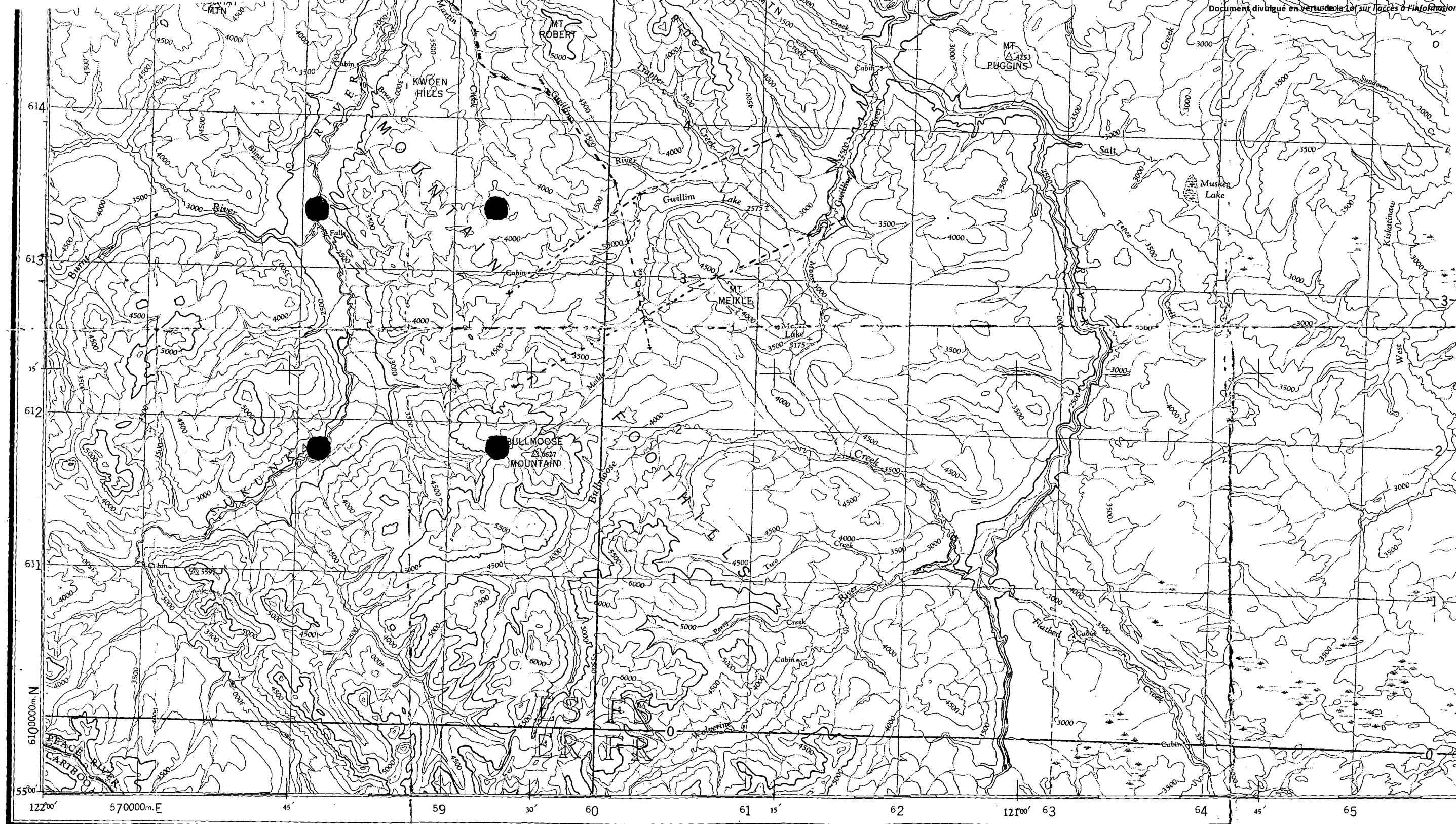


NOTE: On the above index the sheets published are shown tinted green.

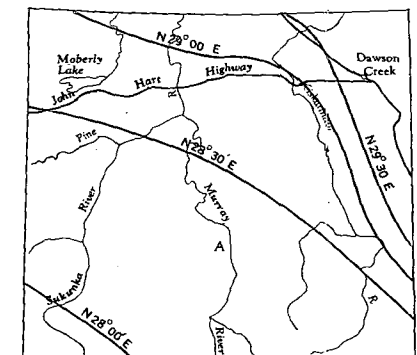
JUN 10 1968

DAWSON CREEK  
WEST OF 6TH MERIDIAN  
SHEET 93 P

000010



THE DECLINATION OF THE COMPASS NEEDLE, 1954



The declination of the compass needle at any place along a red line is the declination given on that red line. At other places the declination is between those given on the neighbouring red lines; thus at the place marked A, the declination is between N. 28° 00' E. and N. 28° 30' E. The easterly declinations of the compass needle are decreasing 4.5 minutes annually.

Based on control by the Topographical Survey,  
Dept. of Mines and Technical Surveys, and the  
Army Survey Est., R.C.E., Dept. of National Defence 1947-52  
Compiled, drawn and printed by the A.S.E. 1954-55.  
Aerial photography by the R.C.A.F. 1945-49.

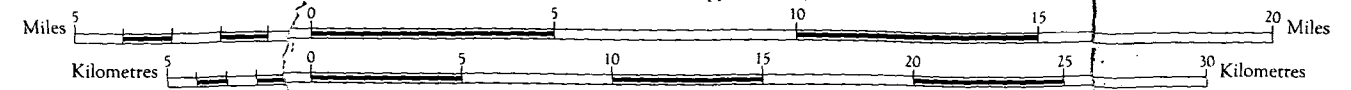
Universal Transverse Mercator Projection.

REFERENCE

Road, Hard Surface, All Weather	More than 2 Lanes	Route No. 2 Lanes
" Loose Surface, All Weather	2 Lanes	Wile or More
" " " Less than 2 Lanes	All Weather	Dry Weather
Cart Track, Trail	Cart Track	Trail
Railway, Multiple Track		
" Single Track		
Boundary, International		
" Province or State		Marker
" Country or District		
" Reservations, Indian, Military, etc.		

DAWSON CREEK  
BRITISH COLUMBIA

Scale 1 : 250,000  
1 Inch to 4 Miles Approximately







DC7094-258

000012



RECEIVED  
R.D. 12.7  
DEC 20 1968  
B.C. PHOTOGRAPHY  
DAVIDSON, INGLE, B.C.

B.C. GOVERNMENT AIR PHOTOGRAPHY  
All Rights Reserved  
Date of Exposure

AUG 13 1968

Obtain Reprints & Tech. Data From  
Air Division  
of Lands, Forests & Water  
Victoria, B.C.

# *Parlee, Irving, Henning, Mustard & Rodney*

*Barristers and Solicitors*

**1501 APR 24 74**

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TELEX 037-3509

IN REPLY PLEASE REFER TO:

M.J. Trussler

April 2nd, 1974.

C. Leyland, Esq.,  
Regional Superintendent,  
Accident Investigation,  
739 West Hastings Street,  
VANCOUVER, B.C.  
V6C 1A2.

Dear Sir:

Re: Air Crash July 8th, 1972  
near Chetwynd, B.C.

Thank you very much for the copies of  
your diagrams of the accident involving CF-XWI. As you  
are no doubt aware, the trial in this action has been  
postponed till June.

Thank you for your co-operation.

Yours truly,

PARLEE, IRVING, HENNING,  
MUSTARD & RODNEY,

PER:

*Marguerite J. Trussler*

Marguerite J. Trussler

MJT/at

*Parlee, Irving, Henning, Mustard & Rodney*

*Barristers and Solicitors*

14036 MAR 27 74

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TELEPHONE (AREA CODE 403) 425-0810  
TELEX 037-3509

IN REPLY PLEASE REFER TO:

H.L. Irving

March 25th, 1974.

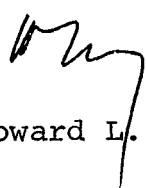
Mr. Roy Jobling,  
Aircraft Accident Investigation,  
Ministry of Transport,  
739 West Hastings Street,  
VANCOUVER 1, B.C.

Dear Sir:

Re: Estates of Marshall, Morrison,  
Lilly, Barton and Goddard vs  
National Trust Co. and Gant  
Air Crash of July 8th, 1972

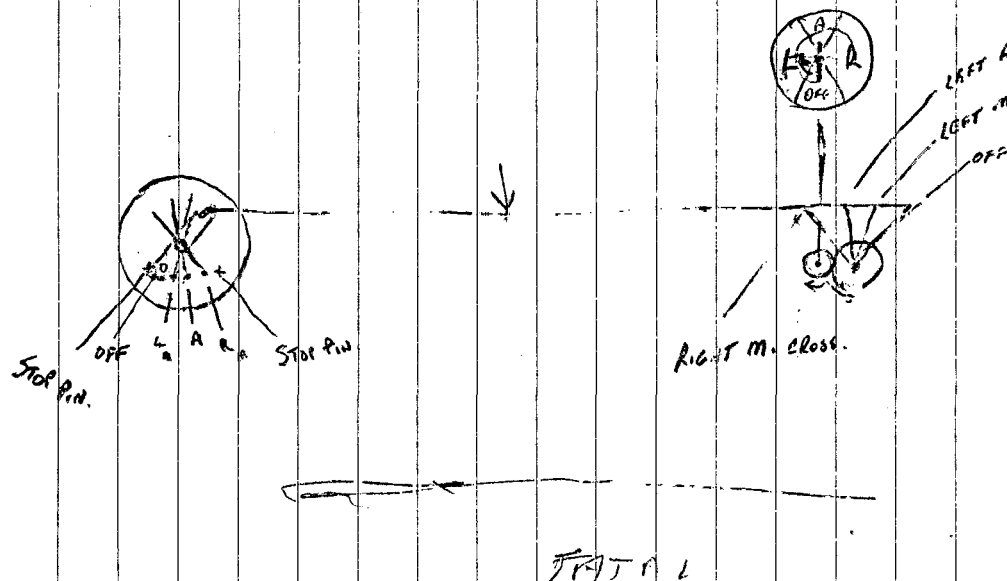
Further to our letter of March 22nd,  
we would advise that the trial herein scheduled to  
begin on April 1st, 1974 has now been postponed until  
June and accordingly your attendance will not be  
required during the week of April 15th as previously  
arranged. We will advise you of the new trial date  
within the next few days.

Yours truly,

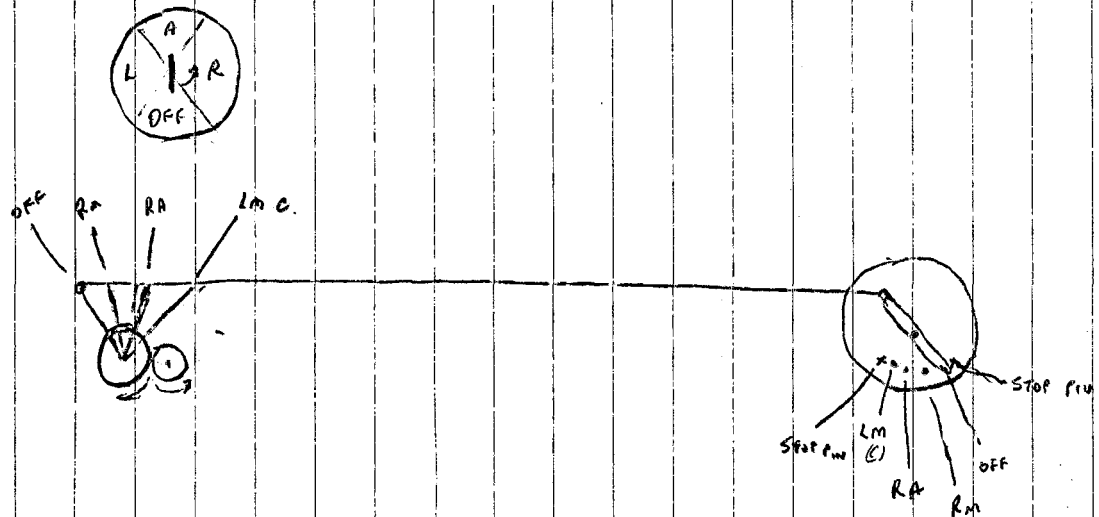
  
Howard L. Irving.

HLI/at

# LEFT FUEL SELECTOR



# RIGHT FUEL SELECTOR.



### DESCRIPTION OF SLIDES

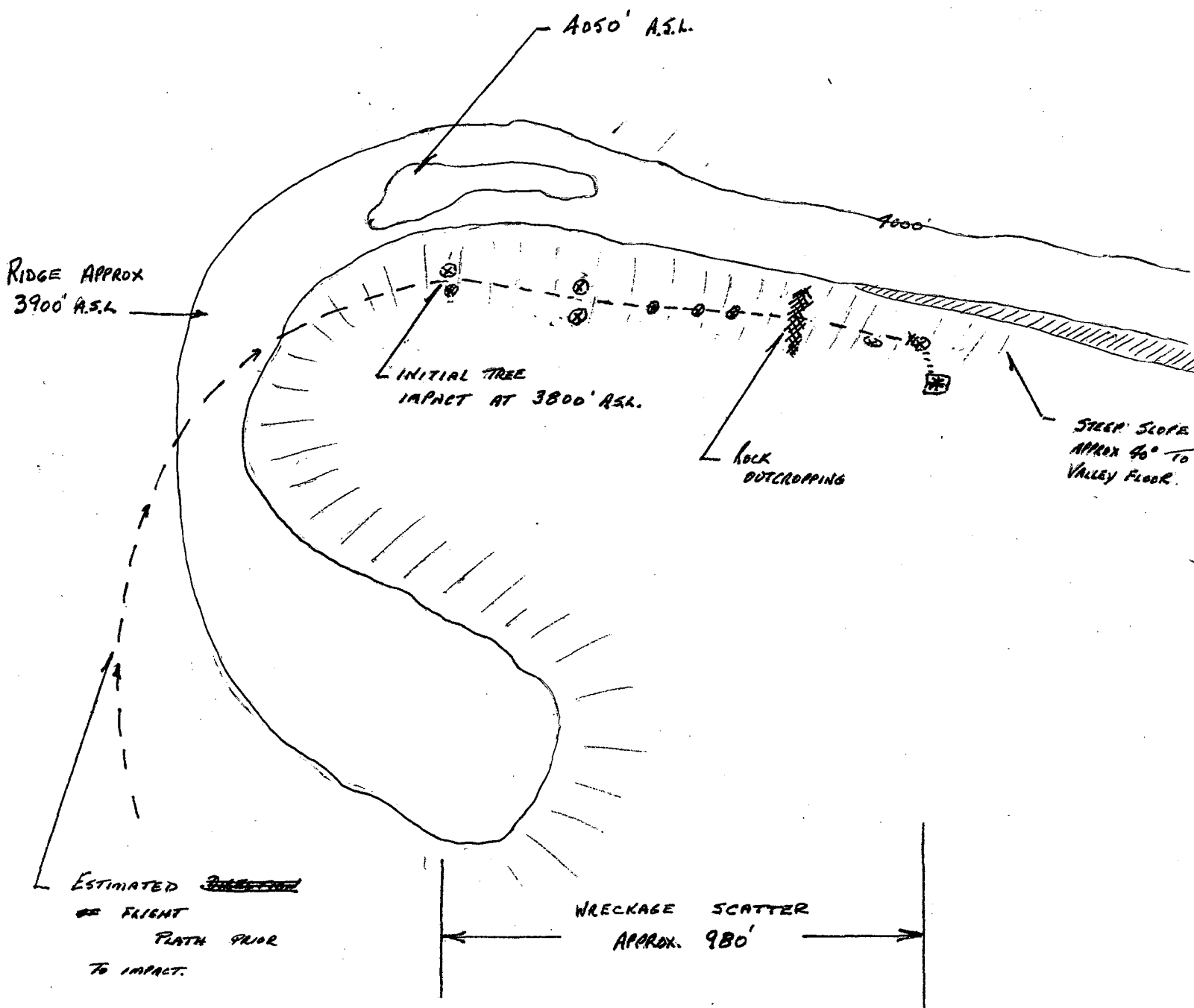
1. View looking east towards southern slope of Mt. Wartenbe showing initial tree impact in centre of photo.
2. Closer view of swath in trees showing heavy impact mark on upslope tree near centre of swath. Note light alder tree topped in left foreground of photo.
- 3 & 4. View looking west along descent path. Topped tree in centre of photo is located approximately midway along wreckage scatter. Outer section of port wing in photo foreground.
5. View of rock outcropping impact area of starboard engine indicated by arrow. Note portion of wreckage hanging in tree beyond outcropping.
6. View of propellor blade found laying on rocks adjacent to engine impact area. Condition of blade is indicative of power being developed at impact.
7. View showing upper surface of starboard wing tip and tip tank laying on rocks immediately north of engine impact area.
8. View looking downslope to the east from rock outcropping showing the aft portion of the starboard engine nacelle on a small section of aileron hanging in tree.
9. View of the starboard engine showing heavy damage to front end caused by impact with rocks.
10. View showing the turbo supercharger from starboard engine located adjacent to engine position. Note the distinct burn mark in ground vegetation next the units exhaust outlets.
11. View showing section of port wing and undercarriage assembly laying on top of the port engine. Undercarriage extension caused by impact forces. Propellor shaft sheared in instantaneous torsional overload. Propellor assembly not located.
12. View of the aft fuselage and port side of tailplane section and cabin area and where it came to rest after sliding approximately 80 ft downslope from final impact area.

### DESCRIPTION OF SLIDES

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# PLAN VIEW OF ACCIDENT AREA

## ON MT. WARTENBE



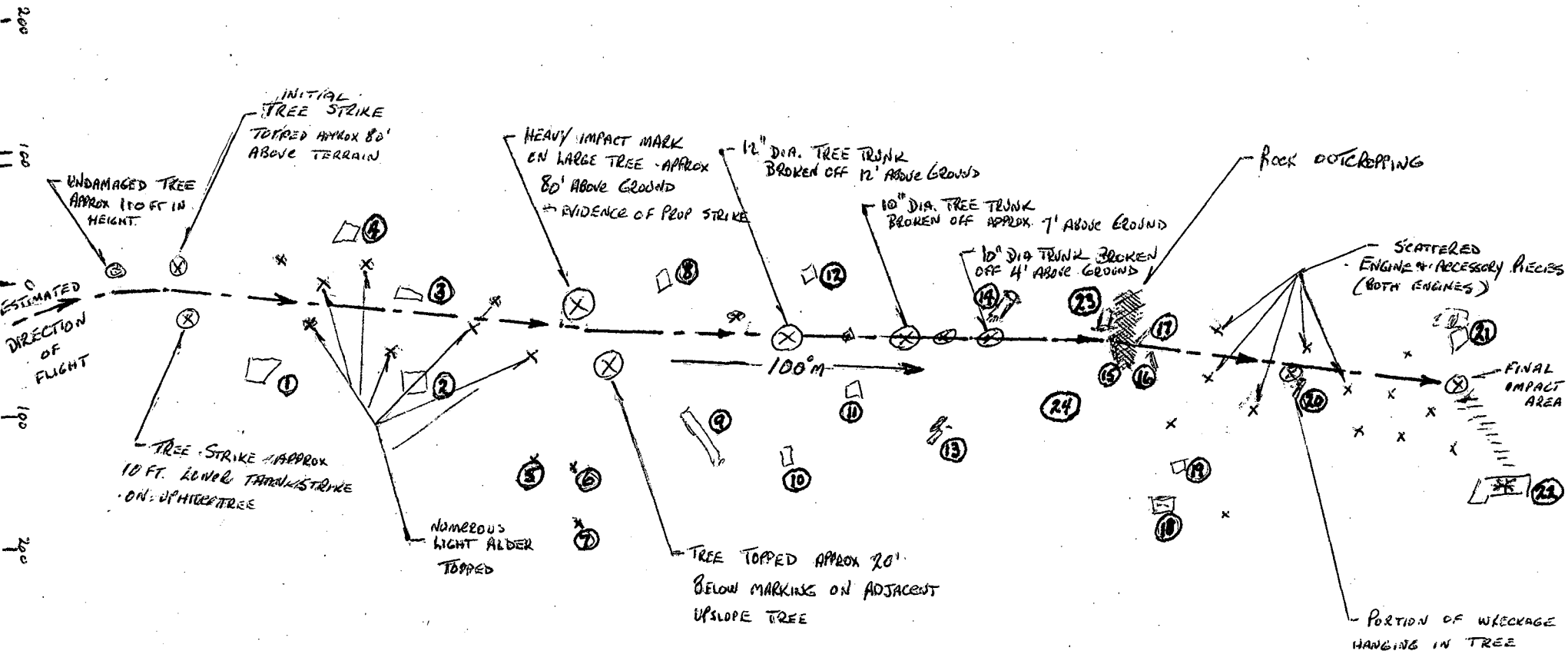
000020

NOTE:- NOT DRAWN TO



# WRECKAGE SCATTER PLAN

CF - XM1



APPROX. SCALE =  $\frac{1}{8}" = 100'$

000021

910

0'

100'

200'

300'

400'

500'

600'

700'

800'

900'

1000'

Government  
of CanadaGouvernement  
du Canada

## MEMORANDUM

## NOTE DE SERVICE

TO  
À

C A I O, OTTAWA

FROM  
DE

P C A I, VANCOUVER

SECURITY - CLASSIFICATION - DE SÉCURITÉ

OUR FILE - N/RÉFÉRENCE

5002-P20043 (PCAI)

YOUR FILE - V/RÉFÉRENCE

DATE

March 19, 1974

SUBJECT  
OBJET RE YOUR TELEX CAIO 72.

1. In answer to inquiries from Western Construction & Lumber Company Ltd.:

- (1.) Only the starboard propellor located at scene however tree strike evidence and the mode of failure of the propellor shaft and gear box housing indicated that both propellers were attached on initial impact.
- (2.) Only the port selector valve was located, the lever arm was positioned beyond the "OFF" stop pin however the selector control handle was found to be selected to the right main tank consequently this evidence was therefore considered to have been created as a result of the impact forces involved and the subsequent break-up of the aircraft.

C. Leyland,  
Regional Superintendent,  
Accident Investigation

TELECOPIER FACSIMILE

DATE &amp; TIME 9:15 March 20/74

SENT JH

RECEIVED

000022



Government  
Canada

Gouvernement  
du Canada

MEMORANDUM

NOTE DE SERVICE

TO  
À

CAIO, OTTAWA

FROM  
DE

PCAI, VANCOUVER

SECURITY CLASSIFICATION - DE SÉCURITÉ
OUR FILE - N/RÉFÉRENCE <b>5002-PROCL3 (PCAI)</b>
YOUR FILE - V/RÉFÉRENCE
DATE <b>March 19, 1974</b>

SUBJECT  
OBJET **RE YOUR TELEX CAIO 72.**

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ORIGINAL SIGNED BY  
R. J. JOBLING  
C. Leyland,  
Regional Superintendent,  
Accident Investigation

RJ/cps

000023

VBFO86 181903

MAR 18 12 34 PM '74

JJ CYVRYK

181857 CYHQYY

PCAI VANCOUVER

CA10 72 ACCIDENT REPORT P20043 OUR MEMO 6 MARCH REFERS. PLEASE  
ADVISE WHEN WE MAY EXPECT YOUR RESPONSE.

J H NYHUUS FOR CHIEF

ACCIDENT INVESTIGATION DIVISION OTTAWA



Government  
Canada

Gouvernement  
du Canada

## MEMORANDUM

## NOTE DE SERVICE

TO  
À

PCAI Vancouver

FROM  
DE

CAIO

SUBJECT  
OBJET

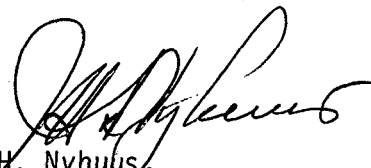
Report # P20043

SECURITY - CLASSIFICATION - DE SÉCURITÉ
OUR FILE - N/RÉFÉRENCE
P20043
YOUR FILE - V/RÉFÉRENCE
DATE
March 6, 1974.

11673 MAR 13 74

Enclosed is a copy of a letter received from the Western Construction & Lumber Company, dated March 1, 1974.

Please address yourself to those questions involving your staff only in order that we may include this in our response to the company.

  
J. H. Nyhuus,

for Chief, Accident Investigation Division,  
Civil Aeronautics Branch.

Encl.

000025

# WESTERN CONSTRUCTION & LUMBER COMPANY

LIMITED

PHONE 426-1760

P.O. BOX 279

EDMONTON, ALBERTA

T5J 2K1

07084

March 1, 1974

Ministry of Transport  
Canadian Air Transportation Administration  
Tower C, Place De Ville  
OTTAWA, Ontario

Attention: J. H. Nyhuus  
Accident Investigation Superintendant

Dear Sir:

Re: Report Number P20043

Further to our telephone conversation of February 21, 1974  
I should like to ask the following questions:

- 1) Were both propellers of the aircraft located at the crash scene?
- 2) Were both fuel selector valves located and were they found in a normal position (enclosed photo)?
- 3) Were tests run on all the occupants of the aircraft and if so did Charles Lilly, who occupied the co-pilots position, share the same state of agitation as the pilot? Did the other passengers also exhibit a state of fear?

Our maintenance engineer and myself helicoptered into the site on the Friday following the accident, took numerous photographs and inspected the wreckage. We were unable to locate one of the propellers and I have enclosed photographs of the engine and broken gear housing from which came the propeller. We were able to locate the fuel selector valve for the left engine and found it to be selected to the right main tank (enclosed photo) which would be an unusual condition. My third question bears on the extreme agitation of the pilot ("acute awareness of mortal danger") for a prolonged time period. Such extreme agitation over such a long time period (10 to 15 seconds) seems to us to be inconsistent with the findings of a shallow descending turn to the right. We would humbly submit that if the passengers shared the "acute awareness of mortal danger" it would bring open the question of mechanical failure.

.....Page 2

-2-

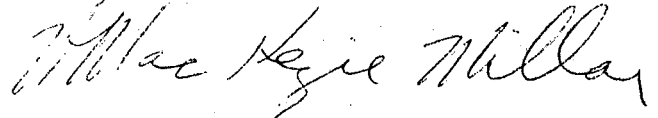
March 1, 1974

Re: Report Number P20043

Any help you could give us in clearing up these questions would be sincerely appreciated. Our aviation department continues to operate an MU2-F which we acquired to replace CF-XWL, and we are thus vitally interested in aviation safety and ask these questions with a view to preventing this sort of thing from happening again in the future.

Sincerely,

WESTERN CONSTRUCTION & LUMBER CO. LTD.



H. MacKenzie Millar  
Executive Assistant  
to the President

HMM:1mc

000027

AIRCRAFT ACCIDENT REPORT  
RAPPORT D'ACCIDENT D'AVIATION

REFER TO REPORT NO.

REF. RAPPORT N°

P20043

PRIVATE

AIRCRAFT MAKE & MODEL - <i>Marque &amp; modèle d'aéronef</i> Cessna 421 (wheels)	REGISTRATION - <i>Immatriculation</i> CF-XWI	DATE-TIME - <i>Date-Heure</i> 8Jul72 1020 MST	OPERATION - <i>Opération</i> <del>Commercial</del>
PLACE - <i>Endroit</i> Mt Wartenbe, B.C.		LATITUDE 55/38N	LONGITUDE 121/22W
LOCALE - <i>Scène</i> Mountainous terrain, 3800 ft			
WEATHER - <i>Conditions météorologiques</i> Cloud 800 ft overcast, visibility 8 to 10 miles in rainshowers, air calm			

PILOT PILOTE	LICENCE	TOTAL HOURS - <i>Heures totales</i>	TOTAL HOURS, LAST 90 DAYS - <i>Total d'heures (90 derniers jours)</i>
	Airline Transport	14,900 500 ALL TYPES - <i>Tous types</i> ON TYPE - <i>Type en cause</i>	unknown 65 ALL TYPES - <i>Tous types</i> ON TYPE - <i>Type en cause</i>

DESCRIPTION OF OCCURRENCE - *Description de l'événement*

The aircraft departed Edmonton Industrial Airport at 0730 hrs on an instrument flight plan to Dawson Creek. The flight continued without incident to Dawson Creek, and after receiving descent clearance and becoming clear of cloud the pilot refiled a VFR flight plan to Chetwynd, B.C.

When the aircraft failed to arrive at its destination an air and ground search was initiated. Search aircraft picked up signals from a crash position indicator and located the accident scene on the south slope of Mt Wartenbe, approximately 10 miles east-south-east of its destination airstrip. The aircraft had struck trees at the 3800 ft elevation, approximately 200 ft below the apex of the mountain ridge. The aircraft had been in a shallow descending turn to the right heading in an easterly direction at comparatively high airspeed at the time of impact.

Examination of the wreckage and the wreckage trail produced no evidence of any inflight failure or malfunction of the aircraft's engines, airframe or controls. Records indicate that the aircraft had been properly maintained and that there was sufficient fuel on board for the flight.

A witness about 5 miles SE of the crash site had heard an aircraft low flying about the same time that CF-XWI was estimated to be in the area.

At the weather briefing in Edmonton the pilot had not asked for the weather conditions in the Chetwynd area, nor had he expressed the intention of flying beyond Dawson Creek.

	TOTAL	FATALITIES - <i>Pertes de vie</i>	SERIOUS INJURIES - <i>Blessures graves</i>	MINOR INJURIES - <i>Blessures légères</i>
CREW - <i>Équipage</i>	1	1		
PASSENGERS	5	5		
OTHERS - <i>Autres</i>				

ASSIGNED CAUSE(S) - *Cause(s) assignée(s)*

## FINDINGS

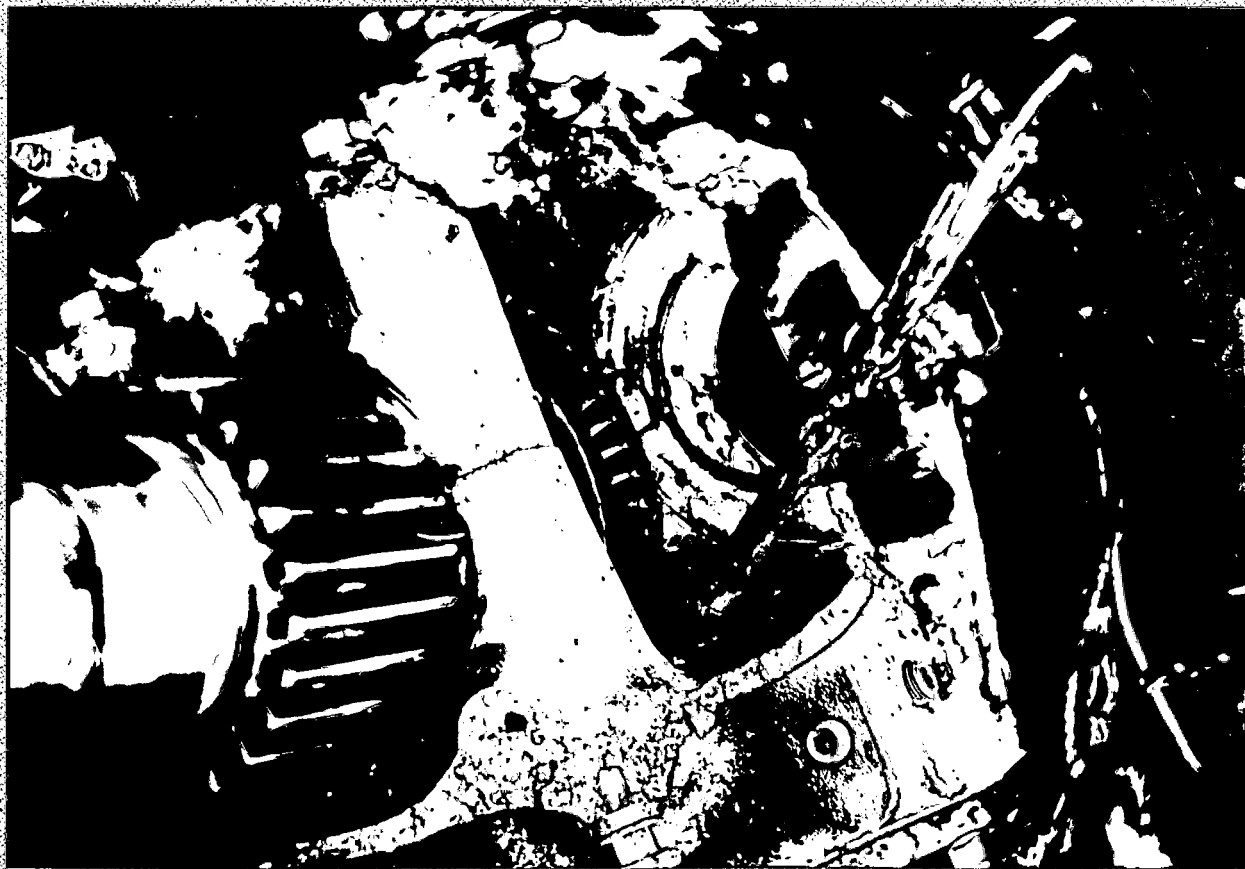
The pilot attempted to maintain visual flight in poor weather conditions in close proximity to hazardous terrain.

"This accident was investigated in order to provide guidance toward the prevention of a recurrence. The content of this report is confined to cause-related circumstances and is published for accident prevention purposes only".



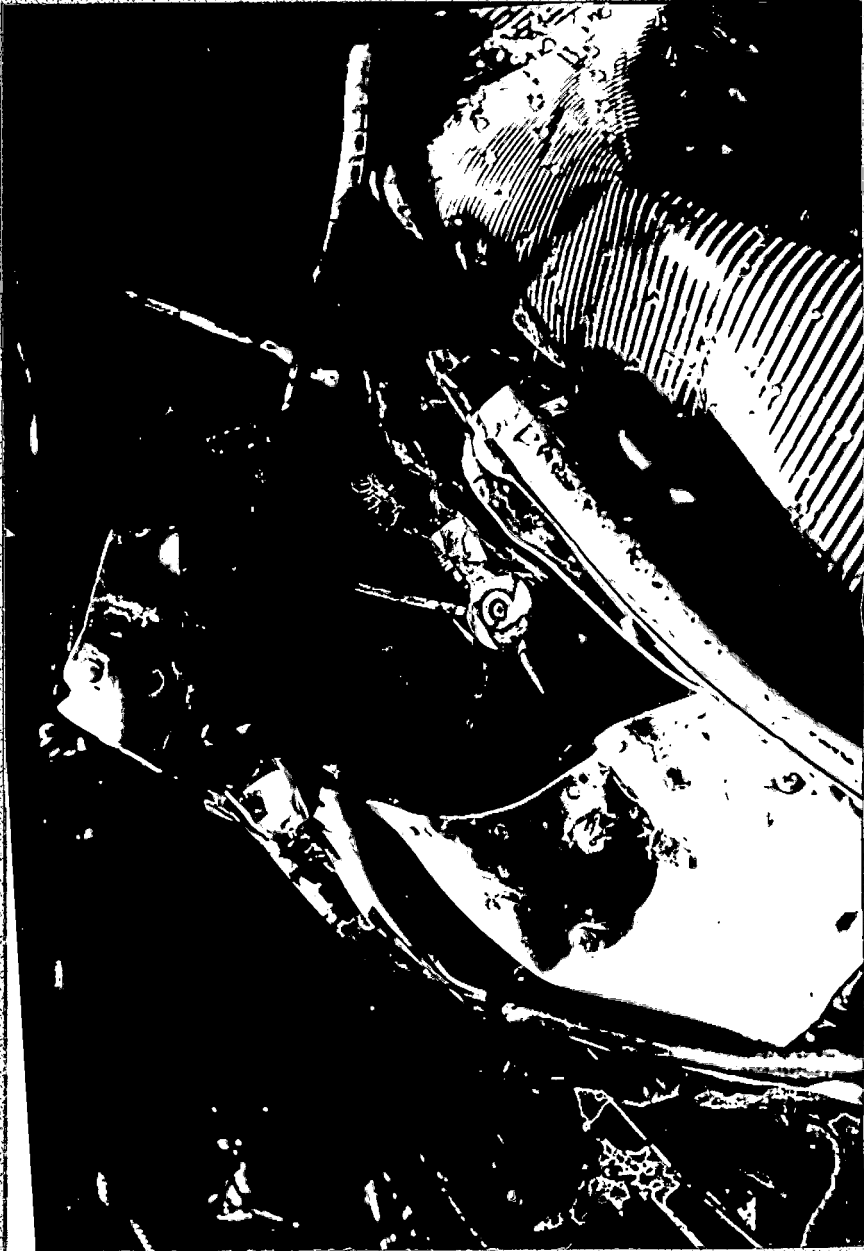
It appeared that after the pilot cancelled IFR at Dawson Creek, he was planning to maintain visual flight to his new destination, and did not take into account the close proximity of Wartenbe mountain. The investigation was unable to determine the exact flight path or circumstances surrounding the flight just before the crash.

Aeromedical studies indicated that the pilot had an acute awareness of mortal danger for 10-15 seconds before impact.



000030







*Parlee, Irving, Henning, Mustard & Rodney*

*Barristers and Solicitors*

W. O. PARLEE, O.C.  
W. M. MUSTARD, O.C.  
C. H. KERR  
M. D. MACDONALD  
J. T. BYRNE  
S. F. GODDARD  
N. W. NICHOLS  
J. D. KARVELLAS  
N. G. CAMERON

H. L. IRVING, O.C.  
M. C. RODNEY  
L. S. WITTEN  
T. A. COCKRALL  
E. L. BUNNELL  
C. R. HENNING  
G. D. CAPELING  
R. B. DAVISON  
D. M. GUNDERSON

W. J. M. HENNING, O.C.  
A. T. MURRAY  
R. A. NEWTON  
K. F. BAILEY  
R. J. BUTLER  
A. B. SULATYCKY  
H. D. MONTEMURRO  
B. H. FRASER

27TH FLOOR, ALBERTA TELEPHONE TOWER  
EDMONTON, ALBERTA, CANADA T5J 2V3  
TELEPHONE (AREA CODE 403) 425-0810  
TELEX 037 3509

IN REPLY PLEASE REFER TO:

H.L. Irving  
File: #70100-03

March 11th, 1974.

11510 MAR 13 74

Mr. C. Leyland,  
Regional Superintendent,  
Aircraft Accident Investigation,  
Ministry of Transport,  
739 West Hastings Street,  
VANCOUVER 1, B.C.

Dear Mr. Leyland:

Re: Crash near Chetwynd, B.C.  
on July 8th, 1972

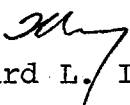
This will confirm my telephone discussion with you on March 11th when I advised you that I acted on behalf of the estates of the five deceased passengers who were killed on July 8th, 1972 when a Cessna 421 being CF-XWY crashed at Mount Wartenbe, B.C. on or about July 8th, 1972.

I met with Mr. Nyhuus in Ottawa on March 5th and he provided me with some information but suggested that I ought to see you and Mr. Ray Jobling to obtain additional information.

Mr. Nyhuus indicated that he would alert you that I would be in touch with you and I understand that you will obtain confirmation from him in this matter.

In any event I will arrange to be in your office at 1:00 o'clock on Tuesday afternoon, March 19th in order that I may interview Mr. Jobling and you.

Yours sincerely,

  
Howard L. Irving.

HLI/at

000033

11467 MAR 12 74

5002-P20043-1 (CAIO)

CAI,  
Ottawa, Ontario,  
K1A 0N8,  
8 March, 1974.

Western Construction & Lumber Company, Ltd.,  
P.O. Box 279,  
Edmonton, Alberta T5J 2K1.

Attn: Mr. H. MacKenzie Millar,  
Executive Assistant,  
to the President.

Dear Sir:

Your letter of March 1, 1974 has been referred to our regional office and as soon as we hear from them we shall reply to your inquiry by return mail.

Yours truly,

ORIGINAL SIGNED BY  
J. H. NYHUUS

J. H. Nyhuus,  
for Chief, Accident Investigation Division,  
Civil Aeronautics Branch.

JHN/js  
cc. PCAI - Vancouver ✓

5634 FEB 25 74

CAI OTTAWA  
KLA ONE

5002-P20043 (PCAI)  
5802-4225 (WCAI) 5008-XWI(WCAI)

WCAI EDMONTON  
T5K 1G3

February 1, 1974

Accident - Cessna 421, Aircraft CF-XWI  
July 8, 1972

1. A telephone call was received January 31, 1974 from Mrs. Gant, the widow of pilot Douglas R. Gant who was killed in the subject accident.
2. Mrs. Gant was enquiring to learn if the Accident Report has come out and if she could be provided with a copy. Apparently decisions concerning the settlement of insurance claims are said to be awaiting the information contained in the accident report.
3. Upon referring to files and enquiring from PCAI, it appears that a summary had not yet been published. Mrs. Gant was advised accordingly by WCAI.
4. Mrs. Gant would greatly appreciate being provided with a copy of the summary when it becomes available, addressed as follows:  

Mrs. V. Gant  
11736 - 133 Street  
Edmonton, Alberta
5. Thank you for your attention

*W. J. Dick*  
W. J. Dick  
Regional Superintendent  
Accident Investigation

*Note: Summary Report has  
now been published -  
D.R.G. should be sending  
a copy as requested  
by WCAI.*  
W000035  
4..

MINISTÈRE DES TRANSPORTS - PLEASE PROVIDE  
**AIRCRAFT ACCIDENT REPORT AS SOON AS POSSIBLE**  
**RAPPORT D'ACCIDENT D'AVIATION**

CAI OTTAWA  
11-17

P20043

<b>PLANE &amp; MODEL -</b> <i>Boeing 421 (wheels)</i> <b>REGISTRATION -</b> <i>CF-XMI</i>	<b>DATE-TIME -</b> <i>8 Jul 72 1020 MST</i> <b>OPERATION -</b> <i>Commercial</i>
<b>PLACE -</b> <i>Mt Wartenbe, B.C.</i> <b>LOCALITY -</b> <i>Mountainous terrain, 3800 ft</i>	<b>LATITUDE</b> <i>55/38N</i> <b>LONGITUDE</b> <i>121/22W</i>
<b>WEATHER -</b> <i>Cloud 800 ft overcast, visibility 8 to 10 miles in rainshowers, air calm</i>	

PILOT PILOTE	LICENCE	TOTAL HOURS - <i>Heures totales</i>		TOTAL HOURS, LAST 30 DAYS - <i>Total d'heures (30 derniers jours)</i>	
		<i>ALL TYPES - Tous types</i>	<i>ON TYPE - Type en cours</i>	<i>ALL TYPES - Tous types</i>	<i>ON TYPE - Type en cours</i>
	<i>Airline Transport</i>	<i>14,900</i>		<i>unknown</i>	
		<i>500</i>		<i>65</i>	

**DESCRIPTION OF OCCURRENCE - Description de l'événement**

The aircraft departed Edmonton Industrial Airport at 0730 hrs on an instrument flight plan to Dawson Creek. The flight continued without incident to Dawson Creek, and after receiving descent clearance and becoming clear of cloud the pilot refiled a VFR flight plan to Chebwynd, B.C.

When the aircraft failed to arrive at its destination an air and ground search was initiated. Search aircraft picked up signals from a crash position indicator and located the accident scene on the south slope of Mt Wartenbe, approximately 10 miles east-south-east of its destination airstrip. The aircraft had struck trees at the 3800 ft elevation, approximately 200 ft below the apex of the mountain ridge. The aircraft had been in a shallow descending turn to the right heading in an easterly direction at comparatively high airspeed at the time of impact.

Examination of the wreckage and the wreckage trail produced no evidence of any inflight failure or malfunction of the aircraft's engines, airframe or controls. Records indicate that the aircraft had been properly maintained and that there was sufficient fuel on board for the flight.

A witness about 5 miles SE of the crash site had heard an aircraft low flying about the same time that CF-XMI was estimated to be in the area.

At the weather briefing in Edmonton the pilot had not asked for the weather conditions in the Chebwynd area, nor had he expressed the intention of flying beyond Dawson Creek.

	TOTAL	FATALITIES - <i>Pertes de vie</i>	SERIOUS INJURIES - <i>Blessures graves</i>	MINOR INJURIES - <i>Blessures légères</i>
<i>CREW - Équipage</i>	<i>1</i>	<i>1</i>		
<i>PASSENGERS</i>	<i>5</i>	<i>5</i>		
<i>OTHERS - Autres</i>				

**ASSIGNED CAUSE(S) - Cause(s) assignée(s)**

**FINDINGS**

The pilot attempted to maintain visual flight in poor weather conditions in close proximity to hazardous terrain.

"This accident was investigated in order to provide guidance toward the prevention of a recurrence. The content of this report is confined to cause-related circumstances and is published for accident prevention purposes only".

**TELECOPIER FACSIMILE**

DATE & TIME *9 AM* *Jan 15/74*  
 SENT .....  
 RECEIVED *LL* ..... 000036

22-0015  
1-71

*Note should be given in 4/9 with comments 21/1/74*



It appeared that after the pilot cancelled IFR at Dawson Creek, he was planning to maintain visual flight to his new destination, and did not take into account the close proximity of Martenbe mountain. The investigation was unable to determine the exact flight path or circumstances surrounding the flight just before the crash.

Aeromedical studies indicated that the pilot had an acute awareness of mortal danger for 10-15 seconds before impact.



Government  
of Canada

Gouvernement  
du Canada

# MEMORANDUM

# NOTE DE SERVICE

TO  
À

C A I, OTTAWA KLA ON8

FROM  
DE

P C A I, VANCOUVER

SECURITY - CLASSIFICATION - DE SÉCURITÉ
OUR FILE - N/RÉFÉRENCE 5002-P20043 (PCAI)
YOUR FILE - V/RÉFÉRENCE
DATE September 17, 1973

SUBJECT  
OBJET

ACCIDENT - Cessna 421, CF-XWI  
Wartenbe Mountain, B. C.  
July 8, 1972

1. Attached herewith is a copy of a letter forwarded to this office by WCAI, Edmonton from Mr. Douglas R. Ward, General Manager, United Helicopters Ltd., Hanger No. 26, International Airport, Calgary, Alberta T2P 2G3 along with a copy of our reply for your action.

Checked Signed by  
C. LEYLAND

C. Leyland,  
Regional Superintendent,  
Accident Investigation

cps

ATTACH.

000038

REGISTERED

5002-P20043 (PCAI) ✓

739 West Hastings Street,  
Vancouver 1, B. C.,  
September 17, 1973

Mr. Douglas R. Ward,  
General Manager,  
United Helicopters Ltd.,  
Hanger No. 26,  
International Airport,  
Calgary, Alberta T2P 2G3

Dear Sir:

In reply to your letter dated September 10, 1973, concerning the accident involving Cessna 421 Aircraft CF-XWI, the accident is still under investigation and when completed a report will be issued by our headquarters, Ottawa.

A copy of your letter has been forwarded to Ottawa for their action when the accident report is ready for issue.

Yours truly,

~~Original Signed by~~

**C. LEYLAND**

C. Leyland,  
Regional Superintendent,  
Accident Investigation

cps



Government  
of Canada

Gouvernement  
du Canada

MEMORANDUM

NOTE DE SERVICE

TO  
À

PCAI VANCOUVER

FROM  
DE

WCAI EDMONTON

T5K 1G3

SUBJECT  
OBJET

Cessna 400 Series Aircraft  
Accident near Chetwynd, B.C.  
on or about July 8, 1972

1. Inquiry received this office. Re accident investigated by PCAI.
2. Copy of letter enclosed.
3. Please action.

A.J. Forehler  
A/Regional Superintendent  
Accident Investigation

AJM  
Enclosure

SECURITY - CLASSIFICATION - DE SÉCURITÉ
44646 SEP 17 73
OUR FILE - N/RÉFÉRENCE
YOUR FILE - V/RÉFÉRENCE
DATE September 13, 1973

## HELICOPTERS LTD.

HANGER No. 26, INTERNATIONAL AIRPORT, CALGARY, ALBERTA T2P 2G3 • 403-276-9631 **SEP 11 73 24659**

September 10, 1973

Department of Transport  
Accident Investigation Board  
9820 - 107th Street  
Edmonton, Alberta

Reference: Cessna 400 Series Aircraft  
Accident near Chetwynd, B.C.  
on or about July 8, 1972

Dear Sir:

I have been watching for the official results of your investigation on the above described accident, but have not seen the report.

If the report is available, I would be much obliged if you could send me a copy of same in the enclosed stamped addressed envelope.

Sincerely yours,

UNITED HELICOPTERS LTD.

Douglas R. Ward  
General Manager

DRW/pw

Enclosure: Stamped addressed envelope

 **HELICOPTERS LTD.**  
HANGER No. 26, INTERNATIONAL AIRPORT, CALGARY, ALBERTA T2P 2G3



United Helicopters Ltd.  
Hangar #26, McCall Field  
Calgary, Alberta

MEMORANDUM

GOVERNMENT OF CANADA



NOTE DE SERVICE

GOUVERNEMENT DU CANADA

FROM  
DE

PCAI, VANCOUVER

TO  
À

CAI, OTTAWA KIA ON8

SUBJECT  
SUJET

ACCIDENT - Cessna 421, CF-XWI  
Mt. Wartenbe, B.C.  
July 8, 1972

SECURITY - CLASSIFICATION - DE SÉCURITÉ

OUR FILE - N/RÉFÉRENCE

5002-P20043 (PCAI)

YOUR FILE - V/RÉFÉRENCE

DATE

April 10, 1973

1. Attached is copy of the subject aircraft accident report.  
The pilot and five passengers were killed and the aircraft was  
substantially damaged.

Original Signed by  
C. LEYLAND

C. Leyland,  
Regional Superintendent,  
Accident Investigation

mim

ENCL

000043

DEPARTMENT OF TRANSPORT  
AIRCRAFT ACCIDENT INVESTIGATION DIVISION

## REPORT OF THE INQUIRY INTO AN AIRCRAFT

① ACCIDENT ☒ DISAPPEARANCE ☐ INCIDENT ☐  
NEAR MISS ☐ OTHER ☐

FOR INSTRUCTIONS SEE REVERSE SIDE OF EACH PAGE

REGIONAL REF.

5002-P20043

H.Q. REF.

500

AIRCRAFT REG.

CF XWI

AT (Name of nearest gazetted place) Mt. Wartenbe		PROVINCE B. C.
GEOGRAPHIC CO-ORDINATES 55° 38'N 121° 22'W	DATE DAY 8 MONTH 7 YEAR 72	TIME (Standard Time Local) Approximately 10:20 M. S. T.
REGION	PACIFIC <input checked="" type="checkbox"/> WESTERN <input type="checkbox"/> CENTRAL <input type="checkbox"/> ONTARIO <input type="checkbox"/> QUEBEC <input type="checkbox"/> ATLANTIC <input type="checkbox"/>	

## PERSONNEL IDENTIFICATION ②

OWNER	NAME Western Construction & Lumber Company		ADDRESS P. O. Box 446 Edmonton Alberta	
OPER- ATOR	NAME: SAME AS OWNER <input checked="" type="checkbox"/> OR		A.T.C. LICENCE CLASSIFICATION THIS FLIGHT	
	ADDRESS:		NONE <input type="checkbox"/> 4 <input type="checkbox"/> 7 RF <input type="checkbox"/> 7 AAD <input type="checkbox"/> 7 AAM <input type="checkbox"/>	
	ATC LICENCE NUMBER		1 <input type="checkbox"/> 5 <input type="checkbox"/> 7 FT <input type="checkbox"/> 7 AIRA <input type="checkbox"/> 8 <input type="checkbox"/>	
	H.Q. USE OPER. CODE		2 <input type="checkbox"/> 6 <input type="checkbox"/> 7 AP <input type="checkbox"/> 7 AC <input type="checkbox"/> 9 <input type="checkbox"/>	
PILOT IN COMMAND	STATUS RESPECTIVE TO THIS AIRCRAFT		3 <input type="checkbox"/> 7 APS <input type="checkbox"/> 7 A CONST. <input type="checkbox"/>	
	UNKNOWN <input type="checkbox"/> OWNER <input type="checkbox"/> RENTER <input type="checkbox"/> LESSEE <input type="checkbox"/>			
	NAME: SAME AS OWNER <input type="checkbox"/> OPERATOR <input type="checkbox"/> OR		STATUS IF NOT OWNER OR OPERATOR	
	ADDRESS: Douglas L. Gant 11736 - 133rd Street Edmonton, Alberta		UNAUTHORIZED USER <input type="checkbox"/> EMPLOYEE <input checked="" type="checkbox"/> RENTER <input type="checkbox"/> BORROWER <input type="checkbox"/> CLUB MEMBER <input type="checkbox"/> OTHER <input type="checkbox"/> SPECIFY:	
LICENCE NUMBER XDA 817				
OTHER CREW ON BOARD ③	NONE <input checked="" type="checkbox"/> THIRD PILOT <input type="checkbox"/> FLIGHT ENGINEER <input type="checkbox"/> FLIGHT OBSERVER <input type="checkbox"/> NO. OF CABIN ATTENDANT(S) <input type="checkbox"/>			
	SECOND PILOT <input type="checkbox"/> NAVIGATOR <input type="checkbox"/> CREWMAN <input type="checkbox"/> TECHNICIAN <input type="checkbox"/>			
	PASSENGERS NUMBER ON BOARD Five			

## MATERIAL IDENTIFICATION

AIR-CRAFT	REGISTRATION CF-XWI	MAKE Cessna	MODEL 421	TOTAL HRS. 930 hrs.	MAXIMUM CERT. TAKE-OFF WEIGHT 6840 lbs.	YEAR OF MANUFACTURE 1968
CATEGORY	LANDING GEAR AMPHIBIOUS <input type="checkbox"/> FLOATS <input type="checkbox"/> RETRACTABLE WHEELS <input checked="" type="checkbox"/> FIXED WHEELS <input type="checkbox"/> HULL <input type="checkbox"/> SKIDS <input type="checkbox"/> SKIS <input type="checkbox"/> IF OTHER SPECIFY		LANDING GEAR CONFIGURATION TRICYCLE <input checked="" type="checkbox"/> OTHER <input type="checkbox"/> TAIL WHEEL <input type="checkbox"/> WING/ROTOR LOW-WING <input checked="" type="checkbox"/> BI-PLANE <input type="checkbox"/> HIGH-WING <input type="checkbox"/> MID-WING <input type="checkbox"/> SINGLE-ROTOR <input type="checkbox"/> TWIN-ROTOR <input type="checkbox"/> OTHER <input type="checkbox"/>		SPECIAL EQUIPMENT NONE <input checked="" type="checkbox"/> TOWING GEAR <input type="checkbox"/> AMBULANCE <input type="checkbox"/> AIR-DROP (CARGO) <input type="checkbox"/> AIR-DROP (PARACHUTIST) <input type="checkbox"/> PHOTO <input type="checkbox"/> MAGNET OMETER <input type="checkbox"/> SLING/HOIST <input type="checkbox"/> WATER BOMBING <input type="checkbox"/> SPRAY DUST <input type="checkbox"/> MONSOON GEAR <input type="checkbox"/> OTHER <input type="checkbox"/> IF OTHER SPECIFY:	
AEROPLANE <input checked="" type="checkbox"/>	GLIDER <input type="checkbox"/>	VTOL <input type="checkbox"/>				
HELICOPTER <input type="checkbox"/>	GYRO COPTER <input type="checkbox"/>	GYRO GLIDER <input type="checkbox"/>				
DIRIGIBLE <input type="checkbox"/>	FREE BALLOON <input type="checkbox"/>	OTHER <input type="checkbox"/>				
IF OTHER SPECIFY:						
HOME BUILT	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>				
ULTRA LIGHT	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>				



## INSTRUCTIONS

Pages 1 and 2 of the form are to be submitted to Headquarters within 15 working days of the occurrence

The remaining pages are to be submitted as soon as possible after the investigation is complete

Photographs should be included as they assist in presenting an understandable statement of the circumstances of an occurrence. They should be appropriately identified, affixed to  $8\frac{1}{2}'' \times 11''$  sheets of white bond and inserted between pages 8 and 9 of the report.

Questions which are identified with a circled number: e.g. ②, are further explained on the reverse side of the same sheet

Upper case X's are to be used to indicate selected squares

All substantiating documents, reports, etc. are to be appended following page 12

Occurrences, which are the result of a collision of two or more moving aircraft will be reported on two or more report forms, i.e., one form for each moving aircraft.

- ① This report intends to provide a standard means of communicating concisely and accurately, the factual findings of aircraft accident investigators. It has been designed with the workload of the investigator in mind. The arrangement of the data is deliberately keyed to the probable sequence of events inherent in any aircraft accident. In this way a clear picture of what happened will be conveyed from the mind of the investigator to the reader of the report.

It is important that every section of the report be carefully completed since it is a source document for accident prevention activities. Should an investigator decide that the form does not adequately accommodate a particular accident, the investigator should supplement the report with notes at appropriate places.

- ② The intent here is to clearly establish the relationship between the aircraft and certain specific persons and the relationship of those persons to each other. The total complement of persons on board the aircraft should be accounted for in this section.

- ③ Crew member is defined as any person involved in the operation of the aircraft. In cases where a student pilot or licenced pilot is receiving training the instructor is normally classified as the pilot in command and the trainee as the second pilot.

ENGINE(S) MAKE <b>Continental</b>	MODEL <b>GTS-10-520-D</b>	SERIAL NO. <b>R-188304-D L-188313-D</b>	NUMBER INSTALLED <b>Two</b>
TYPE SUPERCHARGED PISTON <input checked="" type="checkbox"/> PISTON <input type="checkbox"/> TURBO-COMPOUND <input type="checkbox"/> JET TURBINE WITH AFTERBURNER <input type="checkbox"/> TURBO PROP <input type="checkbox"/> JET TURBINE <input type="checkbox"/> OTHER <input type="checkbox"/> IF OTHER SPECIFY _____		POWER <div style="text-align: right; font-size: 1.2em;"><b>285</b></div> RATED H.P.	
PROPELLER(S) MAKE <b>McCauley</b>		MODEL <b>3AF34C92</b>	SERIAL NO. <b>682541/682782</b>
TYPE FIXED WOODEN <input type="checkbox"/> FIXED METAL <input type="checkbox"/> VARIABLE PITCH <input checked="" type="checkbox"/> CONSTANT SPEED <input type="checkbox"/> CONSTANT SPEED FULLY FEATHERING <input type="checkbox"/>		SUB-TYPE REVERSIBLE <input type="checkbox"/> NOT REVERSIBLE <input checked="" type="checkbox"/>	

### ENVIRONMENT IDENTIFICATION ①

#### OPERATION

SCOPE THIS FLIGHT	LOAD DESCRIPTION	LOAD POSITION
INTERNATIONAL <input type="checkbox"/> DOMESTIC <input checked="" type="checkbox"/> NOT KNOWN <input type="checkbox"/>	NONE <input type="checkbox"/> FREIGHT/EXPRESS <input type="checkbox"/> PESTICIDES <input type="checkbox"/> PHOTO EQUIPMENT <input type="checkbox"/> SIGN/DROGUE <input type="checkbox"/> PASSENGERS <input checked="" type="checkbox"/> CARGO/PASSENGERS <input type="checkbox"/> POLES/TOWERS <input type="checkbox"/> FERTILIZER <input type="checkbox"/> GLIDER <input type="checkbox"/> PARACHUTIST <input type="checkbox"/> WATER/CHEMICAL <input type="checkbox"/> FISH/FISH EGGS <input type="checkbox"/> OTHER <input type="checkbox"/> IF OTHER SPECIFY: _____	INTERNAL <input type="checkbox"/> EXTERNAL <input type="checkbox"/> N/A <input checked="" type="checkbox"/>

#### OBJECTIVE ②

ADVERTISING <input type="checkbox"/>	CONTROL <input type="checkbox"/>	DEMONTSTRATION <input type="checkbox"/>	FIRE CONTROL <input type="checkbox"/>	HOISTING <input type="checkbox"/>	INSPECTION <input type="checkbox"/>
TRANSPORTATION <input checked="" type="checkbox"/>	SURVEY <input type="checkbox"/>	SPRAY/DUST/SEEDING <input type="checkbox"/>	SEARCH <input type="checkbox"/>	RECREATION <input type="checkbox"/>	TESTING <input type="checkbox"/>
TOWING <input type="checkbox"/>	TRAINING <input type="checkbox"/>	FERRYING <input type="checkbox"/>	POSITIONING <input type="checkbox"/>	OTHER <input type="checkbox"/>	SPECIFY: _____

### PRELIMINARY VERSION OF ACCIDENT ③

PROVIDE A BRIEF HISTORY OF THE FLIGHT AND NARRATE AS MANY OF THE CIRCUMSTANCES OF THE ACCIDENT AS ARE KNOWN AT THIS TIME, BEGINNING WITH THE FIRST IRREGULARITY OF THE FLIGHT.

After completing an IFR flight from Edmonton to Dawson Creek, B. C. the aircraft descended and the flight was continued under visual flight rules to Chetwynd, B. C. towards deteriorating weather conditions. The aircraft became missing on this portion of the flight and was not located until the following day. It was found to have struck trees on the southern slope of Mt. Wartenbe at the 3800 ft. elevation, approximately 10 miles ESE of its destination. All occupants of the aircraft were fatally injured.

### PRELIMINARY POST-OCCURRENCE DATA

AIRCRAFT DAMAGE	NUMBER OF CASUALTIES					INVESTIGATION
NONE <input type="checkbox"/>		KILLED	SERIOUS INJURY	MINOR INJURY	UNINJURED	BY CIVIL AVIATION INSPECTOR(S) ONLY <input checked="" type="checkbox"/>
MINOR <input type="checkbox"/>	PILOT-IN-COMMAND	one				BY CIVIL AVIATION AND AIRWORTHINESS INSPECTORS <input type="checkbox"/>
SUBSTANTIAL <input checked="" type="checkbox"/>	OTHER CREW					BY AIRWORTHINESS INSPECTOR(S) ONLY <input type="checkbox"/>
DESTROYED <input type="checkbox"/>	PASSENGERS	five				BY CORRESPONDENCE <input type="checkbox"/>
UNKNOWN <input type="checkbox"/>	PERSONS OUT-SIDE AIRCRAFT					D.N.H.W. ASSISTANCE <input checked="" type="checkbox"/>
						TECHNICAL/METALLURGICAL EXAM. <b>000046</b>

- ① In order for the reader to properly appreciate the environmental problems which might have affected the aircraft and/or pilot, he must have accurate knowledge of the details of the operation.
- ② The word selected here should be that which most closely describes the intent of the operation. Choice of the proper word will accurately portray the environment hazards inherent in the flight.
- ③ This paragraph will normally contain the type of information which is quickly available, i.e. from discussion with the pilot, crew, passengers or eye witnesses. The statement should be as brief as possible, but clear.

**PRE-OCCURRENCE CONDITIONS - CREW**

AIRCRAFT REGISTRATION

**CF-XWI****PERSONAL DATA-QUALIFICATIONS**

COMPLETE A SEPARATE PAGE FOR EACH PERTINENT CREW MEMBER. (2)

CREW MEMBER			STATION OCCUPIED			SPECIAL FUNCTION		
PILOT-IN-COMMAND <input checked="" type="checkbox"/>	2ND PILOT <input type="checkbox"/>	NOT KNOWN <input type="checkbox"/>	PILOT SEAT <input checked="" type="checkbox"/>	NONE <input checked="" type="checkbox"/>	INSTRUCTOR <input type="checkbox"/>			
3RD PILOT <input type="checkbox"/>	FLIGHT ENGINEER <input type="checkbox"/>	SECOND IN COMMAND SEAT <input type="checkbox"/>	FLIGHT ENGINEER SEAT <input type="checkbox"/>	COMPANY EXAMINER <input type="checkbox"/>	D.O.T. EXAMINER <input type="checkbox"/>			
NAVIGATOR <input type="checkbox"/>	CREWMAN <input type="checkbox"/>	NAVIGATOR SEAT <input type="checkbox"/>	REST POSITION <input type="checkbox"/>	TECHNICIAN <input type="checkbox"/>	STUDENT <input type="checkbox"/>			
CABIN ATTENDANT <input type="checkbox"/>	FLIGHT OBSERVER <input type="checkbox"/>	PASSENGER CABIN <input type="checkbox"/>	OTHER <input type="checkbox"/>	OTHER <input type="checkbox"/>	SPECIFY: <input type="checkbox"/>			
OTHER <input type="checkbox"/>	SPECIFY: <input type="checkbox"/>	SPECIFY: <input type="checkbox"/>						
PERSONAL DATA		SURNAME	INITIALS	LICENCE NUMBER				
AGE 47 SEX Male		Gent	D	VRA 817				
LICENCES AND PERMITS HELD		AIRCRAFT CLASSIFICATIONS		RATINGS				
CANADIAN <input checked="" type="checkbox"/> FOREIGN <input type="checkbox"/>		HELICOPTER ONLY <input type="checkbox"/>		NONE <input type="checkbox"/>				
NONE <input type="checkbox"/>		SINGLE-ENGINE LAND <input type="checkbox"/>		INSTRUCTOR CL 1 <input type="checkbox"/>				
UNKNOWN <input type="checkbox"/>		SINGLE-ENGINE SEA <input type="checkbox"/>		INSTRUCTOR CL 2 <input type="checkbox"/>				
AIRLINE TRANSPORT <input checked="" type="checkbox"/>		S.E. LAND AND SEA <input type="checkbox"/>		INSTRUCTOR CL 3 <input type="checkbox"/>				
COMMERCIAL <input type="checkbox"/>		S. & MULTI ENGINE LAND <input type="checkbox"/>		INSTRUMENT 1 <input checked="" type="checkbox"/>				
STUDENT PERMIT <input type="checkbox"/>		S. & MULTI ENGINE SEA <input type="checkbox"/>		INSTRUMENT 2 <input type="checkbox"/>				
NAVIGATOR <input type="checkbox"/>		S. & M.E. LAND AND SEA <input checked="" type="checkbox"/>		BLOCK AIRSPACE <input type="checkbox"/>				
GYROPLANE <input type="checkbox"/>		AIRCRAFT TYPE ENDORSEMENTS		NIGHT <input type="checkbox"/>				
MAINTENANCE ENGINEER <input type="checkbox"/>		HELICOPTER <input type="checkbox"/>						
		GYROPLANE <input type="checkbox"/>						

**EXPERIENCE - FLYING TIME (To nearest hour - if unknown complete with X)**

	ALL TYPES	THIS TYPE	DUAL ON THIS TYPE	THIS U/C CONFIGURATION	SINGLE ENGINE	MULTI ENGINE	ACTUAL INSTRUMENT	NIGHT	NIGHT X-COUNTRY	ROTOR-CRAFT
TOTAL HOURS	14,900+	500+	2.10	Unknown	X	X	X	X	X	X
HRS. LAST 90 DAYS	Unknown	Approx 65	0	Unknown	X	X	X	X	X	X

**FATIGUE FACTORS**

FLYING TIME	TOTAL LAST 3 DAYS	TOTAL THIS FLIGHT	HOURS AWAKE SINCE LAST REST PERIOD
Unknown	HRS.	Unknown	HRS.

**PILOT FLIGHT PREPARATION COMPLETE ON PILOT-IN-COMMAND PAGE ONLY**

WEATHER BRIEFING		OTHER BRIEFINGS		DOCUMENTS CARRIED		FLIGHT PLAN FILED	
ACCREDITED BRIEFER <input type="checkbox"/>	ACCREDITED FORECASTER <input checked="" type="checkbox"/>	OTHER BRIEFINGS	DEPARTURE PROCEDURES <input type="checkbox"/>	NONE <input type="checkbox"/>	COCKPIT CHECK LIST <input type="checkbox"/>	NONE <input type="checkbox"/>	SVFR <input type="checkbox"/>
NONE <input type="checkbox"/>	COMPANY FACILITY <input type="checkbox"/>	UNKNOWN <input checked="" type="checkbox"/>	ARRIVAL PROCEDURES <input type="checkbox"/>	FLIGHT OR OPERATING MANUAL <input type="checkbox"/>	ADEQUATE VFR <input type="checkbox"/>	IFR <input type="checkbox"/>	CONTROLLED VFR <input type="checkbox"/>
UNKNOWN <input type="checkbox"/>	OTHER PILOT <input type="checkbox"/>	ROUTE <input type="checkbox"/>	NOTAMS <input type="checkbox"/>	INADEQUATE VFR <input type="checkbox"/>	ADEQUATE IFR <input checked="" type="checkbox"/>	FLIGHT NO. TIFICATION <input checked="" type="checkbox"/>	
OTHER OBSERVER <input type="checkbox"/>	SELF BRIEFING <input type="checkbox"/>			INADEQUATE IFR <input type="checkbox"/>			

**EXECUTION OF FLIGHT TO START OF OCCURRENCE**

ADHERENCE TO PLAN	PHASE OF FLIGHT DURING WHICH FIRST IRREGULARITY OCCURRED				
	GROUND	TAKEOFF	IN-FLIGHT	LANDING	OTHER
NO DEVIATION <input type="checkbox"/>	START-UP <input type="checkbox"/>	LINE-UP <input type="checkbox"/>	CLIMB <input type="checkbox"/>	INITIAL APPROACH <input type="checkbox"/>	LOAD-PICKUP <input type="checkbox"/>
ALTERATION FOR WX <input type="checkbox"/>	STATIONARY <input type="checkbox"/>	RUN <input type="checkbox"/>	DESCENT <input type="checkbox"/>	FINAL APPROACH <input type="checkbox"/>	
ALTERATION FOR TRAFFIC <input type="checkbox"/>	TAXIING <input type="checkbox"/>	LIFTOFF <input type="checkbox"/>	CRUISE <input type="checkbox"/>	FLARE <input type="checkbox"/>	LOAD DROP <input type="checkbox"/>
BECAME LOST <input type="checkbox"/>	AIR-TAXIING <input type="checkbox"/>	HOVER <input type="checkbox"/>	LEVEL TURN <input type="checkbox"/>	HOVER <input type="checkbox"/>	
ALTERATION FOR U/S <input type="checkbox"/>	STEP-TAXIING <input type="checkbox"/>		CLIMBING TURN <input type="checkbox"/>	TOUCH-DOWN <input type="checkbox"/>	LOAD POSITIONING <input type="checkbox"/>
SPECIFY: <input checked="" type="checkbox"/>	PARKING <input type="checkbox"/>		DESCENDING TURN <input checked="" type="checkbox"/>	RUN-OUT <input type="checkbox"/>	
Not in visual contact at impact	BEACHING <input type="checkbox"/>		TRANSLATION <input type="checkbox"/>	TURN-OFF <input type="checkbox"/>	
			HOVER <input type="checkbox"/>		

**NAVIGATION AND APPROACH AIDS**

AIDS AVAILABLE	V.H.F. D.F.	DME	VOR	TACAN	ILS	ASR	PAR	ADF	LORAN	L.F. RNG	NONE
IN AIRCRAFT	X	X	X		X			X			
ON GROUND											
IN USE BY A/C AT TIME OF OC.	X							X			

RADIO COMMUNICATIONS EQUIPMENT

ADEQUATE ☒ INADEQUATE ☐

000048

① The purpose of this section is to identify the man being reported on the remainder of the page and to define his function with respect to the aircraft. Also included are the flying background facts which indicate his level of proficiency.

② A pertinent crew member is one who can or did affect the course or conduct of the flight.

Example 1: A student pilot allows a swing to develop on take-off and the instructor is unable to correct before a ground loop results. In this case a separate page for each is required. On the other hand, during cruising flight the engine fails suddenly and the instructor takes over control and strikes a fence during the forced landing. Complete a page for the instructor only.

Example 2: The aircraft collides with ramp vehicle while taxiing. No page need be completed for navigator or flight engineer if carried on board.

## PRE-OCCURRENCE CONDITIONS

MATERIAL ①

DESCRIPTION OF SYSTEM CONDITIONS				FUNCTION AFFECTED	COMPONENT/SUB-SYSTEM CAUSING PROBLEM	NATURE OF COMPONENT SUB-SYSTEM FAILURE
Condition						
A	B	S	U			
		X				
CANOPY WINDSCREEN						
		X				
DE-ICING-AIRFRAME						
		X				
ELECTRICAL SYSTEM - UP TO CONSUMER DEVICE						
		X				
EMPENNAGE - FIXED SURFACES						
		X				
ENGINES, ANCILLARIES AND CONTROLS						
		X				
FLIGHT CONTROLS						
		X				
FLAPS-SPOILERS-DIVEBRAKES AND CONTROLS						
		X				
FLUIDS AND GASES						
		X				
FUEL SYSTEM-UP TO MIXTURE CONTROL DEVICE						
		X				
FUSELAGE-STRUCTURE SKIN						
		X				
HYDRAULIC SYSTEM & ALL HYDRAULIC DEVICES						
		X				
INSTRUMENTS, FLIGHT DATA; DETECTORS, CIRCUITS						
		X				
INSTRUMENTS, SYSTEMS DATA; DETECTORS, ETC.						
		X				
LIFE SUPPORT SYSTEM; OXYGEN-CABIN PRESS						
		X				
LIGHTING-INTERNAL/EXTERNAL						
		X				
PANELS/DOORS/WINDOWS/HATCHES/HOUSINGS						
		X				
PROPELLER(S) AND CONTROLS						
		X				
RADIO COMMUNICATIONS SYSTEM						
		X				
RADIO NAVIGATION SYSTEM-AURAL, VIS, AUTO.						
		X				
MAIN ROTOR-BLADES, STRUCTURE, DRIVETRAIN						
		X				
TAIL ROTOR-BLADES, STRUCTURE, DRIVETRAIN						
		X				
LANDING GEAR, WHEELS, TIRES, BRAKES, STRUC.						
		X				
WARNING SYSTEMS-VISUAL, AURAL						
		X				
WING-STRUCTURE, SKIN						
		X				
AUTO PILOT						

## BASIC DATA ②

PRE- OCCURRENCE	I.A.S. Est. 180 KTS	FUEL ON BOARD 110 IMP. GALS.	CALCULATED A.U.W. 6879 LBS	MIXTURE Unknown RICH <input type="checkbox"/> LEAN <input type="checkbox"/> AUTO <input type="checkbox"/>	CARB. HEAT POSITION N/A HOT <input type="checkbox"/> PARTIAL <input type="checkbox"/> COLD <input type="checkbox"/>	
	C OF G Within allowable limits					
	POSITION _____ % MAC		OR _____ INS		AFT OF DATUM <input checked="" type="checkbox"/>	FORWARD OF DATUM <input type="checkbox"/>
AT GROUND CONTACT	I.A.S. Approx 180 + KTS	POWER SETTING NONE <input type="checkbox"/> PARTIAL <input checked="" type="checkbox"/> ASYMMETRIC <input type="checkbox"/> FULL <input type="checkbox"/>		LANDING GEAR POS'N UNLOCKED <input type="checkbox"/> UP <input checked="" type="checkbox"/> FIXED GEAR <input type="checkbox"/> DOWN <input type="checkbox"/>		FLAP POSITION NO FLAPS <input type="checkbox"/> UP <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/> DO 000050

- ① The intent of this page is to collect as much information as practicable about the condition of aircraft which have become involved in accidents. The conditions described here may or may not have a bearing upon the occurrence but must be conditions which the investigator is able to prove existed at the beginning of the accident sequence.

When completing the page, each item should be checked off in the appropriate square on the left hand side. In the columns opposite any "U" condition which is indicated, the investigator need only select words which are most descriptive of his findings.

Example:

A helicopter on take-off began an uncontrollable turn and the investigation revealed a fractured tail rotor drive-shaft. This information would be recorded thus:

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Tail Rotor Blades, Structure, Drive	directional control	drive- shaft	fractured
--------------------------	--------------------------	--------------------------	-------------------------------------	--	------------------------	-----------------	-----------

The foregoing example bears directly upon the occurrence. But supposing the investigator also discovered that the VHF was unserviceable, it should also be recorded and might appear thus:

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Radio Communi- cations System	VHF	Transmitter	no output
--------------------------	--------------------------	--------------------------	-------------------------------------	----------------------------------	-----	-------------	-----------

The requirement to record all pre-existing mechanical irregularities arose from our failure in the past to immediately recognize some of these failures and malfunctions as accident cause factors. Consequently, searching out and recording all pre-existing irregularities will permit the re-assessing of many accidents in the light of more recently acquired knowledge.

- ② To assist in assessing the conditions of flight, certain vital data are necessary. The data recorded in this section will probably be based on facts gleaned from examination of the wreckage. For some items such as fuel quantity, some calculations may be necessary to convert amount of fuel on board after the accident to amount of fuel on board at the time of the first irregularity of the flight.

## ②

## VISIBILITY

③

WIND AT GROUND LEVEL UNKNOWN ☐

## SPECIAL HAZARDS

### WEATHER DATA SOURCE

## SURFACE

### Terrain



- ① Environment conditions refer to all conditions external to the subject aircraft. This includes: all weather conditions, ground or air traffic, obstructions, surface conditions, etc. Since these conditions at the time and place of the first irregularity of flight can be different from the conditions where the aircraft came to rest, the conditions in both instances must be recorded.
- ② The point of the first irregularity of the flight can be best described as that point at which there were definite symptoms that something had gone wrong. The details in this section will help to develop an understanding of the adequacy of the aircraft and the pilot's judgement. If the first irregularity occurred near or on the ground in the immediate vicinity of the place where the aircraft came to rest, this section is to be omitted.
- ③ Regardless of the circumstances of the accident, this section will always be completed. As with the previous section, the details will provide some evidence of aircraft adequacy and indicate the degree of skill and judgement applied by the pilot. Conditions in the area where the aircraft came to rest strongly influence the degree of aircraft breakup and the occupant's chances of survival.

**① PRE-OCCURRENCE CONDITION - CREW**

PERSONAL - COMPLETE A SEPARATE PAGE FOR EACH PERTINENT CREW MEMBER

CREW MEMBER	PILOT-IN-COMMAND <input checked="" type="checkbox"/>	2ND PILOT <input type="checkbox"/>	FLIGHT ENGINEER <input type="checkbox"/>	CABIN ATTENDANT <input type="checkbox"/>	OTHER <input type="checkbox"/> SPECIFY:
	NAVIGATOR <input type="checkbox"/>	3RD PILOT <input type="checkbox"/>	CREWMAN <input type="checkbox"/>	FLIGHT OBSERVER <input type="checkbox"/>	

**TESTS AND FINDINGS ② QUANTITATIVE RESULTS**NO TESTS DONE ☐

ALCOHOL <b>Negative</b>	BLOOD SUGAR -	FOOD POISONING -	DRUGS -	OTHER TEST (S)
HYPOXIA -	CARBON MONOXIDE -	EXPLOSIVES RESIDUE -	PESTICIDES -	

**SENSATIONS EXPERIENCED ③**ADMITTED ☐OBSERVED ☐NOT INVESTIGATED ☒

<b>PHYSICAL</b>			<b>EMOTIONAL</b>
NONE <input type="checkbox"/>	EXCESSIVE PERSPIRATION <input type="checkbox"/>	FATIGUE <input type="checkbox"/>	CONFUSION <input type="checkbox"/> DEPRESSION <input type="checkbox"/>
DROWSINESS <input type="checkbox"/>	MUSCLE SPASMS CRAMPS <input type="checkbox"/>	NAUSEA <input type="checkbox"/>	ANGER <input type="checkbox"/> ELATION <input type="checkbox"/>
FEVERISHNESS/HOT <input type="checkbox"/>	PAIN <input type="checkbox"/>	DROWSINESS <input type="checkbox"/>	IMPATIENCE <input type="checkbox"/> LISTLESSNESS <input type="checkbox"/>
NUMBNESS <input type="checkbox"/>	DIARRHOEA <input type="checkbox"/> OTHER:		NERVOUSNESS ANXIETY/TENSENESS <input type="checkbox"/> PREOCCUPATION <input type="checkbox"/>
VISION DIFFICULTIES <input type="checkbox"/>	STOMACH CRAMPS <input type="checkbox"/>		OTHER:
COLD/ CHILLS <input type="checkbox"/>	DIZZINESS <input type="checkbox"/>		NONE EXPERIENCED <input type="checkbox"/>

**MEDICAL HISTORY - LAST ROUTINE MEDICAL**

DATE <b>22 Feb. 1972</b>	PLACE <b>Edmonton, Alta</b>	NAME AND/OR NUMBER OF MEDICAL EXAMINER <b>Dr. W. J. Riddle 4696-124</b>	
MEDICAL PROFILE <b>1,1,1,1</b>	RESTRICTIONS IMPOSED <b>None</b>	RECEIVING MEDICAL TREATMENT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	SPECIFY

**TESTS OF PASSENGER CONDITIONS ④ TO BE COMPLETED ON PILOT-IN-COMMAND PAGE ONLY**

CARBON MONOXIDE -	FOOD POISONING -	EXPLOSIVES RESIDUE -	HYPOXIA -	NONE PERFORMED
----------------------	---------------------	-------------------------	--------------	----------------

**MEDICAL ANALYSIS - REGIONAL MEDICAL OFFICER TO DISCUSS ANY MEDICAL FACTORS WHICH, IN HIS OPINION, WERE INVOLVED IN THE OCCURRENCE.****See attached page 6 - (A)**

000054

- ① The requirement here is similar to that for material. The background of the man, and some measure of how well he is functioning physiologically and psychologically is vital to an understanding of the occurrence.
- ② Testing in cases where the pilot made some error of omission or commission should be routine. The investigator will have no serious difficulty in cases where the individual was killed. Regulations provide the authority for autopsies. In cases where the person survived, physical examination and testing can be carried out only with his co-operation. Wherever possible, quantitative results will be reported in this section.
- ③ Again, a cooperative attitude on the part of the individual will be necessary in order to complete this section. If the individual has a genuine interest in aviation he will not hesitate to provide the necessary data.
- ④ Since this section can apply to more than one person, the maximum readings obtained are to be reported here.

CV IA 421; CF-XWI; MT. WARTENBY, B.C.; JULY 8, 1972 - 10:20 M.S.T.; DOUGLAS L. GANT,  
PILOT

Aircraft departed Edmonton at 07:27 M.S.T. with pilot and five passengers on IFR flight. At 08:47 pilot cancelled IFR plan and at 08:50 he reported over Dawson Creek and airfiled a flight notification for direct flight to Chetwynd, B.C. Aircraft crashed on south slope of Mt. Wartenby at 3800 feet elevation (200 feet below apex). Wreckage was scattered over about 200 yards. All six occupants sustained extensive, severe, instantly fatal injuries.

The pilot, Douglas L. Gant, was a forty-seven year old holder of Airline Transport Licence, with 14,900 hours - 500 on type. He had flown approximately 65 hours on type in previous ninety days. Medical documentation on this pilot in Western Region file dates from September, 1955 to February, 1972 - is essentially negative with consistent top medical profile 1-1-1-1.

An autopsy was carried out on Mr. Gant by Dr. Harmon, Pathologist, on July 11th. RAMO was in attendance. There were severe massive injury to head, chest, and limbs, with loss of some organs. Skull and face were smashed with loss of bone and brain. The jaw was missing. Right arm was torn off at shoulder. Most of chest contents were missing, including heart and lungs. There were also multiple fractures of extremities and lacerations of internal organs. Kidney and muscle tissues were analysed for alcohol - with negative results.

Aircraft was flying VFR. It is presumed that while enroute aircraft entered cloud (low overcast, base 700 to 800 feet above valley floor). It is presumed that pilot initiated a controlled shallow descending turn to the right (probably to regain visual contact). During the turn, while in cloud, aircraft travelling at fairly high speed struck trees, tearing a swath through trees approximately 1000 feet long, and crashed.

Available information do not provide any clues which would indicate that there were any pre-occurrence medical factors involved in this accident.

Post-occurrence medical factors:

The pilot and his five passengers sustained fatal injuries. The pilot and passenger, Lilly, were found twenty yards from fuselage. The other four passengers were located in and around the fuselage. Autopsies were performed on all occupants by Dr. Harmon, Pathologist - as follows:

- (1) Pilot, Douglas Russell Gant - see above;
- (2) G. D. Morrison, age 40, from Edmonton - sustained multiple severe fractures of the head, chest, spine and ribs, with loss of the brain. Also rupture of lungs, heart, liver and spleen;
- (3) J. H. Marshall, age 28, from St. Albert, Alberta - severe multiple fractures of skull, with loss of brain. Multiple fractures of chest and limbs. Ruptured lung, liver and spleen;
- (4) A. P. Barton, age 38, from Sydney, Australia - severe multiple fractures of head, with loss of brain. Multiple fractures of chest and extremities. Ruptured lung, heart, liver and spleen;
- (5) Charles Lilly, age 40, from Sydney, Australia - severe multiple injuries to head, with loss of brain. Multiple fractures and loss of many body parts;
- (6) M. L. Goddard, age 32, from New South Wales, Australia - severe fractured skull, with loss of brain. Multiple bony fractures. Ruptured lung, heart, liver and spleen.

P. C. E. Rinfret, M.D.

April 4, 1973.

### AUTOPSY REPORT

Douglas Russell GALT  
11736 133rd Street,  
Edmonton, Alberta

Age - 46 years

Date of Entry: July 11, 1972  
Date of Autopsy: July 11, 1972  
By: Dr. Harmon  
at 5.15 p.m.  
Assisted by: B. Bastien

The body is that of a well nourished and well developed white male, 69" in length and weighing approximately 180 lbs. On external examination the hair is dark brown. The skull and face are smashed with loss of bone and brain. The jaw is missing. The right arm has been torn off at the shoulder and is lying separately. Most of the chest is missing including the heart and the lungs and the skin has lifted and opened up. There is found a portion of a label from a box. The label reads "Imperial .22 long Rifle, High velocity C.I.L.". The head has been amputated through the cervical and dorsal spine and some of these are missing, and is attached to the body by the skin of the back only.

The intestines and stomach are lying beside the right side of the body. The stomach contains about 10 cc of brown mucoid fluid. There is also some whitish powdery material in the stomach suggestive of an anti-acid. The Kidneys are partially exposed - both of them are ruptured.

The left arm is severely fractured and lacerated at the wrist and forearm. There is a hernia repair scar in the right groin. The upper and lower legs are fractured. There is a fracture of the right knee and there is noted a V-shaped scar just below the left knee. The centre of the scar is 7 cm below the edge of the tibia. The arms of the lateral parts of the V spread upwards. They are 4 cm in length. The inner is more prominent than the outer and in the apex of the V there is a 1 1/2" scarred area. The hernia scar measures 7 cm.

The pubic hair and chest hair are brown in colour with a slight reddish tint. The bladder is torn open at its lower end and there is a tear into the perineum.

#### ANATOMICAL FINDINGS:

Severe massive injury to head, chest  
and limbs with loss of viscera

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T.R. Harmon, M.D. - Pathologist

#### ANALYST'S REPORT:

KIDNEY - does not contain alcohol

26233 JUL 21 72

H 300-MLH -70

City Analyst's Laboratory  
238 East Cordova Street  
Vancouver 4, B.C.

July 21 19 72

CERTIFICATE OF ANALYSIS

TO City of Vancouver  
Vancouver, B.C.

I, the Undersigned Analyst for the City of Vancouver, do hereby certify that I received on the  
21st day of July 19 72  
from Chief S. S. Shambhoo

One bottle containing a sample of water and one bottle containing a sample of water from "Dr. Ingles G.A.P.S." Mountain Park

and declare the result of my Chemical Analysis to be as follows:

100% - One bottle of water

[Signature]  
H. V. EXP. 21  
CITY ANALYST'S LABORATORY

## AUTOPSY REPORT

Gordon Douglas MORRISON  
5212 126th Street, Edmonton, Alberta

Age - 40 years

Date of Entry: July 11, 1972  
Date of Autopsy: July 11, 1972  
By: Dr. Harmon  
at 2.00 p.m.  
Assisted by: B. Bastien

The body is that of a well nourished and well developed white male, between 69" and 70" in length and weighing approximately 210 lbs. On external examination there is a severe compound fracture of the head. The face is smashed. The bones of the skull are missing and the brain is missing. Most of the jaw is missing. There is a fracture of the left shoulder. The external portion of the left arm is split open. The back of the left hand is split open and the metacarpals are dislocated. The back of the right hand is split open. There is a fracture of the right thigh with a large gap in the upper right thigh. Pieces of glass are embedded in the skin. There is a large 10" hole in the back of the left chest through which the bowel and stomach are protruding. There is a large hairy nevus 8 x 3 cm on the posterior medial aspect in the middle of the right forearm.

The body is opened in the usual manner. There are extensive fractures of the ribs, sternum and dorsal spine.

THE LUNGS: are torn. The heart is torn. The lungs show no evidence of disease.

THE HEART: shows no evidence of disease. There is no evidence of infarction. There are no valvular defects. The coronary arteries are patent throughout. The aorta shows only moderate patchy atheromatous thickening. The heart weighs 450 gm. A careful dissection of the coronary arteries shows only relatively slight atheromatous thickening.

THE GASTROINTESTINAL TRACT: The stomach is present outside of the left chest as previously mentioned. The bowel is severely torn. The stomach contains one cup of brown mucoid fluid with particles of partially digested food present in it. The remainder of the bowel has a normal appearance and a normal content except for injury. There is no evidence of disease.

THE LIVER: is severely torn. It weighs 1700 gm.

THE SPLEEN: is in fragments, at least what I believe to be the spleen in in the left chest due to a ruptured diaphragm. Some of it I think is lost through the hole in the left chest.

THE KIDNEYS: weigh each 180 gm. The capsules strip easily revealing pale smooth cortical surfaces. The right kidney is ruptured. The left kidney is intact. They show the usual architecture. The remainder of the G.U. tract is not remarkable.

### ANATOMICAL FINDINGS:

Multiple severe fractures of the head,  
chest, spine and ribs with loss of the brain  
Rupture of the lungs, heart, liver and spleen

---

T.R. Harmon, M.D. - Pathologist

### ANALYST'S REPORT:

URINE - does not contain alcohol

H 300-MLH -70

City Analyst's Laboratory  
238 East Cordova Street  
Vancouver 4, B.C.

207 167 19 70

**CERTIFICATE OF ANALYSIS**

TO Coroner Glen McDonald

Vancouver, B. C.

I, the Undersigned Analyst for the City of Vancouver, do hereby certify that I received on the \_\_\_\_\_

207

day of

207

19 70

from Coroner Glen McDonald

One bottle containing 117 ml and one bottle containing 117 ml of "D".

G. A. MORRISON

Analyst

and declare the result of my Chemical Analysis to be as follows:

UBIUS - does not contain alcohol

Coroner G. McDonald

E. W. YIP, Analyst



## AUTOPSY REPORT

John Howard MARSHALL  
45 Bellevue Crescent  
St. Albert, Alberta

Date of Entry: July 11, 1972  
Date of Autopsy: July 11, 1972  
By: Dr. Harmon  
at 2.45 p.m.  
Assisted by: B. Bastian

Age - 28 years

The body is that of a well nourished and well developed white male, 69" in length and weighing 180 to 190 lbs. On external examination the hair is brown. The eyes are brown. The top of the head has been smashed and the brain and part of the bones are missing. The teeth are quite distinctive. There are inserts in the front portions of the left central incisor, the two right incisors and the first right cuspid. There is a gold inlay in the left lateral incisor. There are occlusive fillings in the premolars on the left upper and in the two molars. On the right side the upper first molar is missing. There is an occlusive filling on the first molar and there is a gold inlay in the second molar. In the bottom there is an occlusive filling in the first premolar. The second premolar and the first molar appear to be missing and the second molar has an occlusive filling and it is tilted forward on the right side of the lower jaw. On the left side there is an occlusive filling on the first premolar. Both upper and lower jaws are severely fractured and I think there is something missing on the left lower side. The second molar is present and it has an occlusive filling. There is a compound fracture of both forearms with marked deformity. There is a fracture of the right femur.

The body is opened in the usual manner. There are severe fractures of the ribs and sternum.

The lungs are severely torn. There is an extensive fracture of the upper dorsal vertebrae involving the third to the fifth vertebrae.

THE LUNGS: weigh the right 810 gm and the left 720 gm. They show no evidence of disease.

THE HEART: weighs 420 gm. The muscle is a pale red colour and shows no evidence of infarction. There are no valvular defects. The coronary arteries are patent throughout. The aorta is not remarkable except that the arch of the aorta has a traumatic rupture at the site of the fractured vertebrae.

THE GASTROINTESTINAL TRACT: The esophagus and stomach show no evidence of erosion or ulceration. The stomach contains 50 cc of brown fluid. The remainder of the bowel has a normal appearance and a normal content.

THE LIVER: weighs 1740 gm. It is a pale brown colour. The right lobe is ruptured. The biliary system, pancreas and adrenal glands are not remarkable.

THE SPLEEN: weighs 210 gm. It is severely ruptured.

THE KIDNEYS: weigh each 150 gm. The capsules strip with ease revealing smooth dark red cortical surfaces. On cut section the kidney parenchyma has the usual appearance. The remainder of the G.U. tract is not remarkable.

### ANATOMICAL FINDINGS:

Severe multiple fractures of the skull  
with loss of the brain  
Multiple fractures of the chest  
Severe fractures of the vertebrae, chest and limbs  
Ruptured lung, liver and spleen

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T.R. Harmon, M.D. - Pathologist

### ANALYST'S REPORT:

CHEST FLUID - does not contain alcohol  
- does not contain Carbon Monoxide saturation

BEST COPY AVAILABLE

26013 JUL 20 72

H 300-MLH -70

City Analyst's Laboratory  
238 East Cordova Street  
Vancouver 4, B.C.

July 20, 1972

CERTIFICATE OF ANALYSIS

TO Owner: Mrs. E. E. E. E. E.  
Vancouver, B.C.

I, the Undersigned Analyst for the City of Vancouver, do hereby certify that I received on the  
20th day of July 1972

from Mr. E. E. E. E. E.

One bottle containing clear liquid, one bottle containing clear and one  
bottle containing white solid. "W. J. E. HARRISON" signed analysis.

and declare the result of my Chemical Analysis to be as follows:

TEST RESULT - does not contain alcohol  
- does not contain Carbon Monoxide contamination

[Signature]  
L. U. YIP, Analyst  
CITY ANALYST'S LABORATORY

001 D.C.7.

CF-XWI

AUTOPSY REPORT

16803 APR 273

Ashley Paul BARTON  
209 Kildare Street, Doonside  
Sydney, New South Wales, Australia

Date of Entry: July 11, 1972  
Date of Autopsy: July 11, 1972  
By: Dr. Harmon  
at 4.15 pm.  
Assisted by: B. Bastien

Age - 38 years

The body is that of a well nourished and well developed white male, 68" in length and weighing approximately 180 lbs. On external examination there is a severe compound fracture of the skull with loss of brain. The face is torn open. The upper jaw is missing. There is a severe wound to the right side of the neck as well as a severe fracture through the centre of the skull. This almost decapitates this body. There is a fracture of the right upper arm. The shoulders are fractured including the scapulae and the clavicles. The chest shows severe fractures with multiple fractures of the sternum and ribs. There are fractures of both femurs.

The body is opened in the usual manner.

THE LUNGS: are torn. They weigh the right 390 gm and the left 300 gm. They have a bruised appearance. The bronchi contain some bloody fluid. The trachea and larynx are patent. The pulmonary arteries contain some blood clot.

THE HEART: is severely torn. There is one big and one small tear in the right ventricle and a small tear in the left ventricle. The heart weighs 395 gm. The muscle is a pale brown colour and shows no evidence of infarction. There are no valvular defects. The coronary arteries are patent throughout. They show some patchy atheromatous thickening. The aorta shows patchy atheromatous thickening.

THE GASTROINTESTINAL TRACT: The esophagus and stomach show no evidence of erosion or ulceration. The stomach contains some brown fluid with a few particles of partially digested food. The remainder of the bowel has a normal appearance and a normal content. The appendix has been removed and there is a scar in the right lower quadrant of the abdomen.

THE LIVER: weighs 1500 gm. It is severely ruptured. It is a reddish brown colour and it is in a number of fragments. The biliary system, pancreas and adrenal glands are not remarkable.

THE SPLEEN: is shattered.

THE KIDNEYS: weigh each 110 gm. The capsules strip with ease revealing smooth pale cortical surfaces. On cut section they show the usual architecture. The remainder of the G.U. tract is not remarkable.

An examination of the spine shows fractures with complete displacement of the fifth and sixth dorsal vertebrae. The aorta is torn in two at this point.

ANATOMICAL FINDINGS:

Severe multiple fractures to the head  
with loss of brain  
Multiple fractures of the chest, right arm,  
and both femurs  
Ruptured lungs, heart, liver and spleen

ANALYST'S REPORT:

T.R. Harmon, M.D. - Pathologist

URINE - does not contain alcohol

H 300-MLH -70

City Analyst's Laboratory  
238 East Cordova Street  
Vancouver 4, B.C.

July 10th, 19 72

**CERTIFICATE OF ANALYSIS**

TO Coroner Glen McDonald  
Vancouver, B C

I, the Undersigned Analyst for the City of Vancouver, do hereby certify that I received on the Twelfth day of July 19 72

from Chief. Tech. G. Sheebottom,

One bottle containing liver and one bottle containing urine re: " Mr.  
A. C. BARTON " Aircraft Accident

and declare the result of my Chemical Analysis to be as follows:

URINE - does not contain alcohol

H. W. YIP, Chemist.  
**CITY ANALYST'S LABORATORY.**

**est D.A.T.**

AUTOPSY REPORT

Charles LILLY  
16 Marshall Crescent, Beacon Hill  
Sydney, New South Wales, Australia

Date of Entry: July 11, 1972  
Date of Autopsy: July 11, 1972  
By: Dr. Harmon  
at 4.45 p.m.  
Assisted by: B. Bastien

Age - 40 years

The body is that of a well nourished and well developed white male, 68" in length and weighing approximately 170 lbs. On external examination the head is smashed and most of the bones are missing. The brain is missing. The eyes are missing. The hair is a sandy colour with grey present in it. There is considerable hair on the chest and shoulders which is a grey and light brown colour. Four incisors were found. These show a concavity towards the centre and there is a very large amount of brown material on the back of the incisors. The left arm is in three pieces. Each piece is almost completely amputated. The hand is severely lacerated. The right arm is torn off and it is almost amputated through the forearm as well. The organs of the chest are missing.

The spine is in four pieces due to severe fractures. The abdominal organs are lying on the right side. The liver is severely torn.

THE GASTROINTESTINAL TRACT: The esophagus and stomach show no evidence of erosion or ulceration. The stomach contains 30 cc of pale yellow mucous. The remainder of the bowel has a normal appearance and a normal content.

There is an old healed scar to the right of the midline in the upper abdomen and there is scarring or deep pigmentation in the midline. The gallbladder is present and the stomach as far as I can see shows no evidence of surgery. The duodenum appears to be normal.

The pelvis is severely fractured and there is an extensive tear in the perineum. The right leg has been amputated just above the knee and the left leg is shattered below the knee with a large loss of skin.

The body shows the effect of the sun. There is a suntan with a white area below the umbilicus and beginning in the upper thighs, in other words where a bathing suit has been worn.

ANATOMICAL FINDINGS:

Severe multiple injuries to head, trunk and limbs with loss of many of the body parts

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T.R. Harmon, M.D. - Pathologist

ANALYST'S REPORT:

LIVER - contains 0.03% alcohol (30 mgms per 100 mls)

BEST COPY AVAILABLE

H 300-MLH -70

City Analyst's Laboratory  
238 East Cordova Street  
Vancouver 4, B.C.

July 1970 19 70

**CERTIFICATE OF ANALYSIS**

TO Garrett Glen MacDonald  
Vancouver, B. C.

I, the Undersigned Analyst for the City of Vancouver, do hereby certify that I received on the \_\_\_\_\_  
Friday day of August, 19 70

from Chief Insp. Sheraton

Two bottles containing clear colorless liquid in 100 ml. bottles 1 & 2 & 3 & 4

Alcohol

and declare the result of my Chemical Analysis to be as follows:

100% - contains 100% alcohol - 100 ml. bottles 1 & 2 & 3 & 4

L. V. Yip, Analyst

**CITY ANALYST'S LABORATORY**

## AUTOPSY REPORT

Maurice Leslie GODDARD  
214 Sackville Street, Canley Vale,  
New South Wales, Australia

Date of Entry: July 11, 1972  
Date of Autopsy: July 11, 1972  
By: Dr. Harmon  
at 3.30 p.m.  
Assisted by: B. Bastien

Age - 32 years

The body was that of a well nourished and well developed white male, 68" in length and weighing approximately 180 lbs. On external examination the skull is severely fractured with loss of the brain. The bones of the face are fractured. The hair is a reddish brown colour. The eyes are brown. The teeth have fillings in the premolars and molars in the upper jaw. The premolars are missing in the right lower jaw and the first central incisor is missing on the right side. There are occlusive fillings in the molars on both sides of the lower jaw. There is a fracture of the left shoulder and left upper arm. There are cuts on the back of the right hand. There are fractures of both femurs. The right femur is fractured in two places.

The body is opened in the usual manner.

There are severe fractures of the chest involving the sternum, which is in pieces, and the ribs. The diaphragm is ruptured. The liver is up in the chest cavity. The lungs are torn. The heart is severely ruptured. There are fractures of the seventh cervical vertebra with marked displacement.

THE LUNGS: show no evidence of disease. They weigh the right 510 gm and the left 390 gm. The bronchi appear to be normal. The pulmonary arteries appear to be normal.

THE HEART: weighs 110 gm. Both the right and left ventricles are ruptured. The heart on section shows no evidence of infarction. There are no valvular defects. The coronary arteries are patent throughout. The aorta is not remarkable except that the thoracic aorta is ruptured and the two pieces are 7 cm apart.

THE GASTROINTESTINAL TRACT: The esophagus and stomach show no evidence of erosion or ulceration. The stomach contains 100 cc of brown fluid with a few fine particles of partially digested food. The remainder of the bowel has a normal appearance and a normal content, except that the mesentery is severely torn on the left side.

THE LIVER: weighs 1620 gm. It is a brown colour and it is in numerous fragments so there could be some of it missing, that is assembling the fragments was difficult. The biliary system, pancreas and adrenal glands as far as they could be examined were not remarkable. The gallbladder has been torn away from the common duct. The liver has been torn away from the common duct. The common duct was patent up to the tear and was found to be normal.

THE SPLEEN: weighs 120 gm. It is severely torn and some of it is missing.

THE KIDNEYS: weigh each 110 gm. The capsules strip with ease revealing pale smooth cortical surfaces. On section they show the usual architecture. The remainder of the G.U. tract is not remarkable except that the bladder has been torn open and there is a severe fracture of the pubis just to the left of the midline on the left side. There are fractures of the pubis and ischium on the right side.

### ANATOMICAL FINDINGS:

Severe multiple fracture of the skull with  
loss of brain  
Multiple fractures of the chest, vertebrae,  
pelvis and limbs  
Ruptured lungs, heart, liver and spleen

T.R. Harmon, M.D. - Pathologist

### ANALYST'S REPORT:

**CHEST FLUID** - does not contain alcohol  
- does not contain Carbon Monoxide saturation

H 300-MLH -70

City Analyst's Laboratory  
238 East Cordova Street  
Vancouver 4, B.C.

July 10th 19 72

**CERTIFICATE OF ANALYSIS**

TO Coroner Glen McDonald

Vancouver, B.C.

I, the Undersigned Analyst for the City of Vancouver, do hereby certify that I received on the \_\_\_\_\_

Twelfth

day of

July

19 72

from Chief Insp. G. Shoobottom

One bottle containing chest fluid and one bottle containing liver re:

" Mr. H. GODDARD " Aircraft Accident.

and declare the result of my Chemical Analysis to be as follows:

**CHEST FLUID - does not contain alcohol**

**- does not contain Carbon Monoxide saturation**

cc: D.G.F.

  
M. V. YIP, Chemist.

**CITY ANALYST'S LABORATORY.**



# OCCURRENCE DESCRIPTION

①

R

## FIRST IRREGULARITY OF FLIGHT ②

NARRATE THE EVENT(S) WHICH FIRST INDICATED THAT THE FLIGHT WAS NOT PROCEEDING AS DESIRED.

While proceeding under visual flight rules from Dawson Creek to Chetwynd, B.C., the pilot encountered rapidly deteriorating weather conditions.

## RESULTANT ACTION(S) • REACTION(S) ③

NARRATE ALL THE ACTIONS OF THE PILOT; ALL THE REACTIONS OF THE AIRCRAFT TO PILOT DEMANDS; ALL INTERACTIONS OF PILOT, AIRCRAFT, AND ENVIRONMENT.

The pilot's immediate reactions are not known as there were no survivors nor witnesses to the occurrence. However the evidence indicates that after entering cloud conditions a shallow descending turn to the right was being executed at a comparatively high airspeed at the time of the initial impact with the trees.

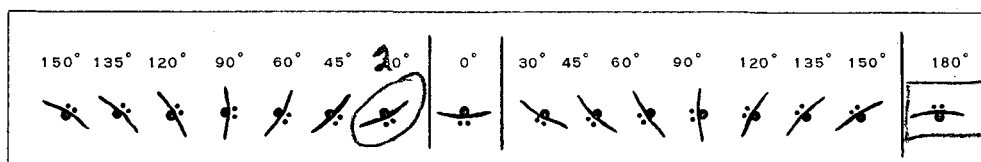
## TERMINAL EVENT ④

DESCRIBE THE MOVEMENTS OF THE AIRCRAFT FROM THE MOMENT BEYOND WHICH CORRECTIVE ACTION COULD NOT BE EXPECTED TO RETRIEVE THE SITUATION, OR FROM TOUCHDOWN PRECEDING A LANDING UNDER EMERGENCY CIRCUMSTANCES.

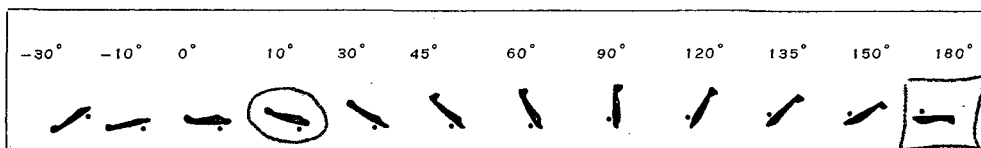
The aircraft struck trees at the 3800 ft elevation on the south slope of Mr. Wartenbe causing sufficient damage to the aircraft to result in its crashing into the mountainside.

- CIRCLE THE SILHOUETTES WHICH MOST CLOSELY DESCRIBE ANGLE OF GROUND CONTACT
- DRAW A SQUARE AROUND SILHOUETTES TO DESCRIBE ATTITUDE OF AIRCRAFT AT REST

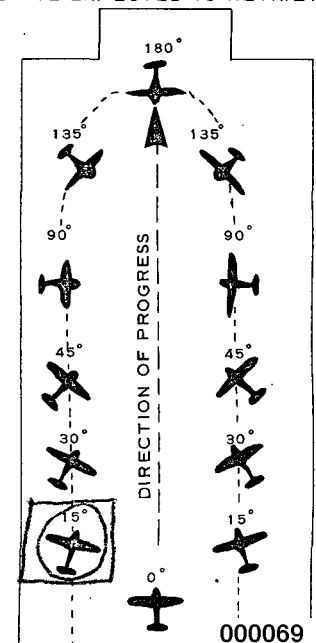
FRONT  
ELEVATION



STARBOARD  
ELEVATION



23-0003  
(8-69)



000069

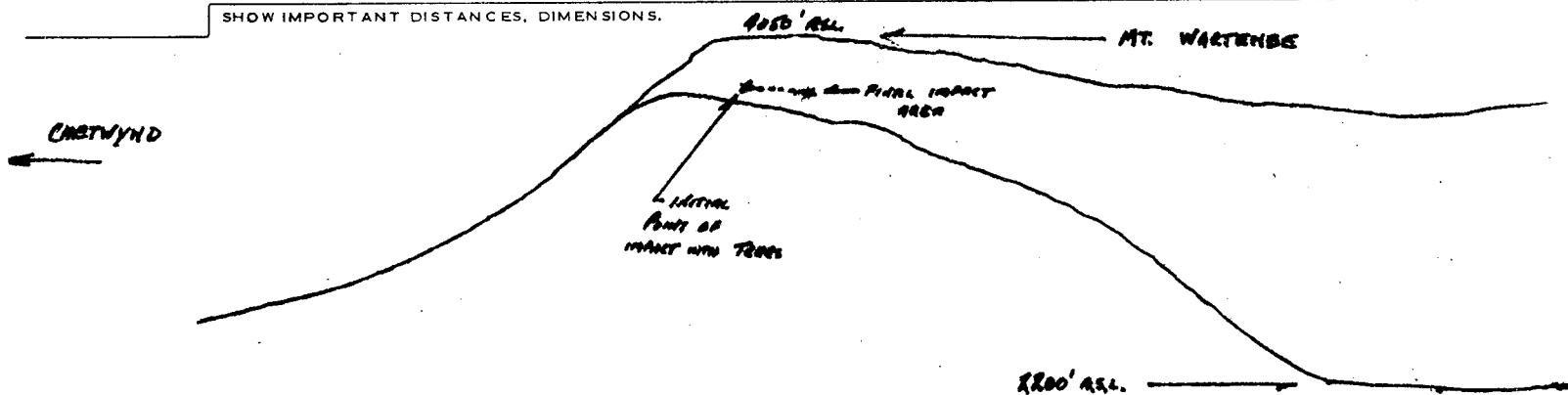
- ① The description of the occurrence is divided into three areas so that the sequence of events is more readily understood. If the paragraph headings are rigidly applied there should be no difficulty in defining the limits of each of the three areas of interest.
- ② The first irregularity of flight is the initial event in the sequence leading up to the termination of the occurrence. In some instances it may be separated by considerable time or distance from the terminal event, such as the case in which a pilot becomes lost and continues the flight until fuel is exhausted. Or in other instances may be closely related to the terminal event as in a swing preceding a ground loop following a normal approach.
- ③ In this paragraph, it is essential that the pilot's response to the first irregularity be clearly described. All subsequent actions and reactions must be included, up to the point where any corrective action is obviously futile.
- ④ A description of the terminal event is useful mainly in understanding the reason for the extent of damage to the aircraft or the seriousness of the injuries. The position of the aircraft at rest, of course influences the problem of evacuating the occupants.

# ELEVATION VIEW OF LOCALE ①

SKETCH IN SIGNIFICANT RUNWAYS, OBSTRUCTIONS, FLIGHT PATH, ETC.

R

SHOW IMPORTANT DISTANCES, DIMENSIONS.

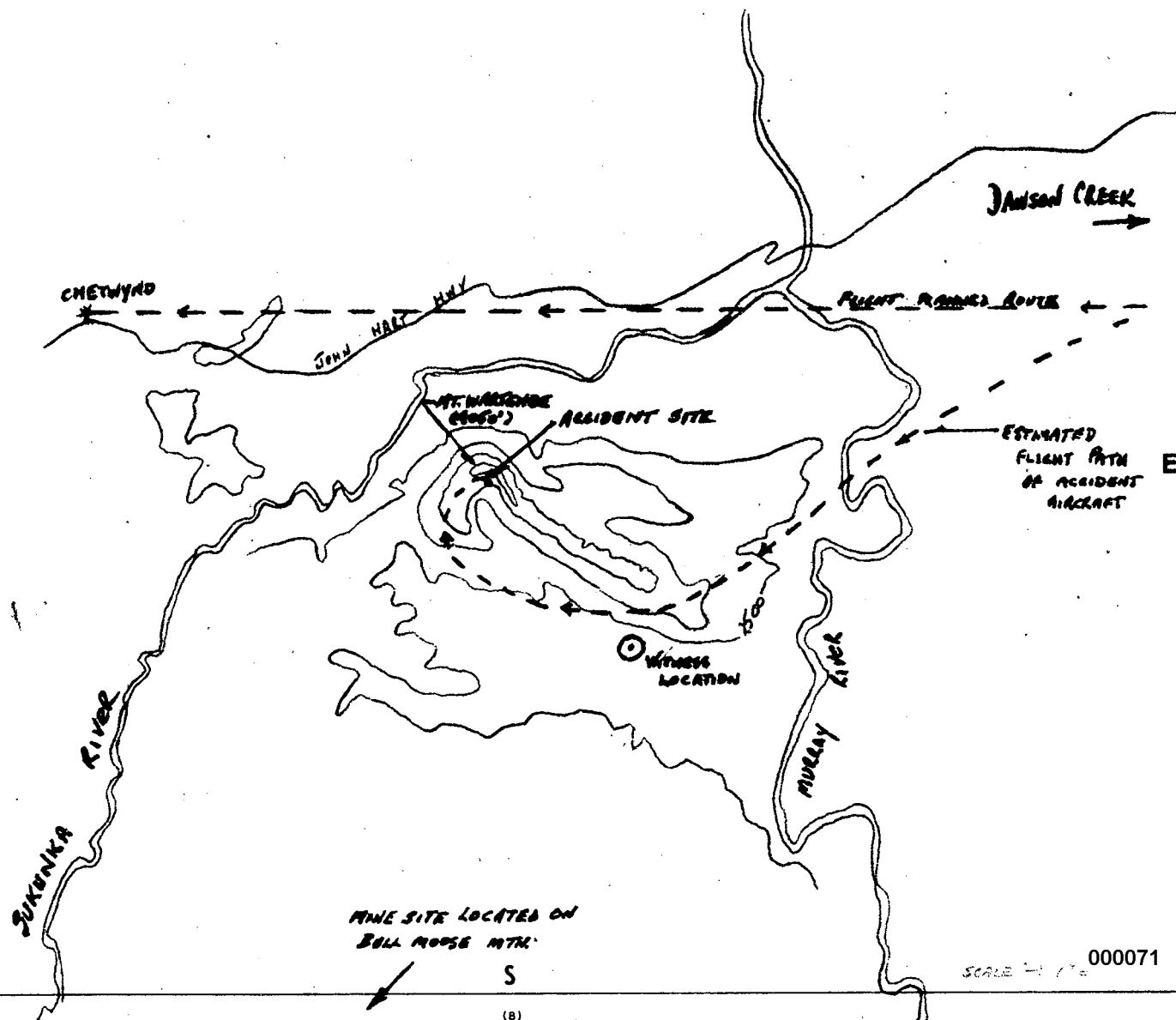


## PLAN VIEW OF LOCALE ②

SKETCH IN SIGNIFICANT LANDING AREA, OBSTRUCTIONS, AIRCRAFT PATH, ETC.

SHOW IMPORTANT DISTANCES, DIMENSIONS.

N(Mag.)



## POST OCCURRENCE CONDITIONS

## PERSONNEL

CREW	FATAL	SERIOUS	MINOR	UNINJURED	NOT PERTINENT	DIED AFTER 30 DAYS
PILOT-IN-COMMAND	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SECOND PILOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
THIRD PILOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
FLIGHT ENGINEER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ALL OTHER CREW - NUMBER						
PASSENGER(S) - NUMBER	5					
PERSONS OUTSIDE A/C						

INJURY PATTERNS	HEAD	CHEST	LOWER TORSO	SPINE	ARM(S)	HAND(S)	LEG(S)	FOOT FEET	INTERNAL	MASSIVE
CREW/NO. OF PERSONS										1
PASS./NO. OF PERSONS										5
PERSONS OUTSIDE										

EVENT CAUSING INJURY	NO. OF PERSONS INVOLVED	CREW	PASSENGERS	PERSONS OUTSIDE A/C
CONTACT WITH PROPELLER/INTAKE/ EXHAUST				
FELL FROM AIRCRAFT (OR THROWN)		1	5	
STRUCK INTERIOR OF AIRCRAFT AT IMPACT				
STRUCK INTERIOR OF AIRCRAFT IN TURBULENCE				
STRUCK BY FLYING OBJECT INSIDE AIRCRAFT				
STRUCK BY AIRCRAFT				
BURNS ONLY				
BURNS FOLLOWING OTHER INJURIES				
CRUSHED IN WRECKAGE				
PULLED UNDERWATER				
CAME IN CONTACT WITH MAIN ROTOR				
CONTACT WITH TAIL ROTOR				
OTHER (SPECIFY)				

## AIRCRAFT

DEGREE OF DAMAGE	DAMAGE PATTERN	EVENT CAUSING DAMAGE	OBJECT OF AIR COLLISION	OBJECT OF GROUND COLLISION
NONE <input type="checkbox"/>	ENGINE <input type="checkbox"/>	AIRBORNE COLLISION <input checked="" type="checkbox"/>	AIRCRAFT <input type="checkbox"/>	AIRCRAFT <input type="checkbox"/> BUILDING <input type="checkbox"/>
UNKNOWN <input type="checkbox"/>	PROPELLER <input type="checkbox"/>	AIRBORNE COLLISION AND GROUND IMPACT <input type="checkbox"/>	BIRD(S) <input type="checkbox"/>	DETACHED PORTION OF A/C <input type="checkbox"/> FENCE(S) <input type="checkbox"/>
	NONE <input type="checkbox"/>	COLLISION ON GROUND/WATER <input type="checkbox"/>	BUILDING <input type="checkbox"/>	PEDESTRIAN <input type="checkbox"/> TREE(S) <input type="checkbox"/>
MINOR <input type="checkbox"/>	AFT FUSELAGE <input type="checkbox"/>	EXPLOSION <input type="checkbox"/>	DETACHED PORTION OF AIRCRAFT <input type="checkbox"/>	POST/WIRE <input type="checkbox"/> VEHICLE <input type="checkbox"/>
	COCKPIT <input type="checkbox"/>	FIRE <input type="checkbox"/>	POLE(S)/POST(S) <input type="checkbox"/>	DITCH <input type="checkbox"/> RIDGE <input type="checkbox"/>
	EMPENNAGE <input type="checkbox"/>	AERIAL BREAK UP <input type="checkbox"/>	TOWER <input type="checkbox"/>	SNOW BANK <input type="checkbox"/> OTHER <input type="checkbox"/>
	NACELLE(S) <input type="checkbox"/>	SUBMERGENCE <input type="checkbox"/>	TREE(S) <input checked="" type="checkbox"/>	SPECIFY:
SUBSTANTIAL <input checked="" type="checkbox"/>	WING(S) <input type="checkbox"/>	GROUND/IMPACT <input checked="" type="checkbox"/>	WIRE(S) <input type="checkbox"/>	
	UNDERCARRIAGE <input type="checkbox"/>	OTHER <input type="checkbox"/>	OTHER AIRBORNE OBJECT <input type="checkbox"/>	
	MAIN ROTOR <input type="checkbox"/>			
	TAIL ROTOR <input type="checkbox"/>			
DESTROYED <input type="checkbox"/>	TOTAL <input checked="" type="checkbox"/>	SPECIFY:	SPECIFY:	

## ENVIRONMENT

PROPERTY DAMAGE	PROPERTY DAMAGED
NONE <input checked="" type="checkbox"/>	RESIDENCE <input type="checkbox"/> VEHICLE <input type="checkbox"/> BARN/STORAGE <input type="checkbox"/> FENCE <input type="checkbox"/>
MINOR <input type="checkbox"/>	PUBLIC BUILDING <input type="checkbox"/> AIRFIELD FACILITY <input type="checkbox"/> FARM CROP <input type="checkbox"/> SPECIFY: OTHER <input type="checkbox"/>
EXTENSIVE <input type="checkbox"/>	PUBLIC UTILITIES INSTALLATION <input type="checkbox"/> DOMESTIC ANIMAL(S) <input type="checkbox"/> AIRCRAFT <input type="checkbox"/>

000072

## LIFE - PROTECTION DATA

R

## CRASH PROTECTION

## DEVICES

		SEAT (S)	SEAT ANCHORS (SETS)	LAP BELT (S)	SHOULDER HARNESS	BAGGAGE RESTRAINTS
CREW	NUMBER INSTALLED	2		2	-	-
	NUMBER USED	2		2	-	-
	NUMBER FAILED IN CRASH	2		2	-	-
PASSENGERS	NUMBER INSTALLED	4		4	-	
	NUMBER USED	4		4	-	
	NUMBER FAILED IN CRASH	4		4	-	

## CRASH EVACUATION

## AIRCRAFT EQUIPMENT

	ESCAPE SLIDE	ESCAPE LADDER/ROPE	DINGHY	NORMAL EXITS	ESCAPE HATCHES	PORTABLE EXTINGUISHER
NUMBER INSTALLED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	<input type="checkbox"/>	1
NUMBER USED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0	<input type="checkbox"/>	0
NUMBER FAILED IMPROPER OPERATION	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
NUMBER FAILED IN USE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## REMARKS AND RECOMMENDATIONS:

## PERSONAL SAFETY EQUIPMENT

DEVICES	OXYGEN MASK	CRASH HELMET	LIFE VEST/INDIVIDUAL FLOTATION DEVICE	FILTER MASK	PARACHUTE	IMMERSION SUIT
NUMBER BEING USED	0	0	0	0	0	0
NUMBER FAILED DUE TO IMPROPER USE						
NUMBER FAILED IN OPERATION						

## REMARKS AND RECOMMENDATIONS:

## SEARCH AND RESCUE

PERTINENT ☒NOT PERTINENT ☐

## SEARCH SUCCESS

## LOCATING METHOD

BY	DURATION	TYPE	LOCATING METHOD
	LESS THAN 4 HRS <input type="checkbox"/>		L/F RADIO <input type="checkbox"/> VISUAL-SMOKE/FIRE <input type="checkbox"/>
NONE <input type="checkbox"/> PROVINCIAL POLICE <input type="checkbox"/>	4 HRS. BUT LESS THAN 12 <input checked="" type="checkbox"/>	GROUND <input checked="" type="checkbox"/>	SARAH <input type="checkbox"/> VISUAL-WRECKAGE <input type="checkbox"/>
SAR ORGANIZATION <input checked="" type="checkbox"/> MUNICIPAL POLICE <input type="checkbox"/>	12 HRS. BUT LESS THAN 24 <input type="checkbox"/>	AIR <input checked="" type="checkbox"/>	AUTOMATIC CPI <input checked="" type="checkbox"/> VISUAL-PYROTECHNICS <input type="checkbox"/>
PRIVATE AGENCY <input type="checkbox"/> D.O.T. <input type="checkbox"/>	1 DAY BUT LESS THAN 2 <input type="checkbox"/>	BOAT <input type="checkbox"/>	VHF/UHF HOMING <input type="checkbox"/> VISUAL OTHER <input type="checkbox"/>
COMMERCIAL AGENCY <input type="checkbox"/> OTHER <input type="checkbox"/>	2 DAYS BUT LESS THAN 4 <input type="checkbox"/>	COMBINED AIR/BOAT <input type="checkbox"/>	VISUAL-MIRROR <input type="checkbox"/> OTHER <input type="checkbox"/>
R.C.M.P. <input checked="" type="checkbox"/> SPECIFY:	4 DAYS BUT LESS THAN 7 <input type="checkbox"/>	COMBINED GROUND/AIR <input type="checkbox"/>	NOT SUCCESSFUL <input type="checkbox"/>
	7 DAYS BUT LESS THAN 14 <input type="checkbox"/>	ALL <input type="checkbox"/>	IF OTHER SPECIFY <input type="checkbox"/>
	14 DAYS OR MORE <input type="checkbox"/>		

## SURVIVAL

PERTINENT ☐NOT PERTINENT ☒ Non survivable accident

## DEVICES

	TENT	SLEEPING BAG	FIRST AID KIT	EMERGENCY RATIONS	WEAPON	FISHING GEAR	FIRE SOURCE	PROTECTIVE CLOTHING
AVAILABLE-NOT USED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
NOT AVAILABLE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
FAILED-IMPROPER USE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
NOT SATISFACTORY	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## REMARKS AND RECOMMENDATIONS:

000073

## ANALYSIS

### INVESTIGATOR'S APPRAISAL ①

INDICATE WHICH ITEMS OF THE RECORDED FACTUAL DATA, IN THE VIEW OF THE INVESTIGATOR, CAUSED THE ACCIDENT.  
DESCRIBE IN NARRATIVE HOW THE ITEMS INTERACTED TO CAUSE THE ACCIDENT.

The aircraft departed Edmonton Industrial Airport at 07:27 MST with the pilot and five passengers on board on an IFR flight to Dawson Creek. At 08:47 MST, after receiving his approach clearance, the pilot cancelled his IFR flight plan and at 08:50 he reported over Dawson Creek and airfiled a flight notification for a direct flight to Chetwynd, B.C., allowing for a stopover and returning to Dawson Creek later during the day using an air-speed of 210 mph. This was the last transmission received from the aircraft. The purpose of the flight was to transport company personnel and visitors from Australia to Chetwynd in order for them to carry out an inspection tour of some mining property located approximately 32 miles to the southeast.

As the aircraft failed to arrive at its destination an air and ground search was initiated. The following morning search aircraft located the accident scene on the south slope of Mt. Wartenbe, approximately 10 miles east-south-east of its destination airstrip. The aircraft was found to have struck trees at the 3800 ft elevation, approximately 200 ft below the apex of the mountain ridge. The evidence indicates that the aircraft was in a shallow descending turn to the right heading in an easterly direction and travelling at a comparatively high airspeed at the time of impact, leaving a swath through the trees approximately 1000 ft in overall length.

Examination of the wreckage and the wreckage trail produced no evidence of any inflight failure or malfunction of the aircraft's engines, airframe or controls immediately prior to the accident. Records indicate that the aircraft had been properly maintained and that there was sufficient fuel on board for the flight.

. . . 11-A

### RECOMMENDATIONS ②

N o n e.

FOR REGIONAL USE

### CAUSES

The pilot failed to maintain flight in accordance with visual flight rules during a descent in the proximity of hazardous terrain.

000074

① As briefly as possible the Investigator should express his opinion of the cause(s) of the occurrence and the reasons for his opinion.

② The recommendations required here are those which the Investigator believes will prevent recurrence of similar mishaps.

Although there were no eyewitnesses to the accident, a farmer living near Lone Prairie, approximately 5 miles southeast and down valley from the accident scene, indicates hearing what he described as a twin engine aircraft flying over his property between 9 and 9:30 AM on the accident date. He stated he was unable to see the aircraft as it was in or above the low overcast condition which covered the entire valley at the time. He further indicated that the aircraft was heading towards the west, up valley. He stated that the base of the overcast was approximately 800' above ground at the time. The visibility was 8 to 10 miles. It was established that he had a good knowledge of the terrain height in the vicinity, which he apparently gained from his association with a nearby neighbor who was a helicopter pilot. Consequently as his estimate of the cloud base was with reference to its location on the adjacent terrain it can therefore be considered as accurate. The elevation of his property being 2100 ft A.S.L. places the base of the overcast at approximately 2900 ft A.S.L., approximately 900 ft below the elevation of the accident site. Weather observations made at the Forest Ranger's station in Chetwynd, also indicates an overcast condition based at between 500 and 700 ft above ground from 8 AM throughout the remainder of the day. A confirming verbal report was also received from a Forestry Observer who was situated in a Lookout Station located at the 3200 ft elevation on a hill approximately 6 miles west of the accident site, indicating that his observation post was in thick cloud all morning. At approximately 1 PM he decided to return to Chetwynd and recalled that he was approximately half way down the hill when he broke clear of the cloud. He estimated the base to be approximately 700 ft above the valley floor at the time.

The available evidence indicates that the pilot had received a weather briefing prior to his departure and it would appear that the conditions he encountered compared favourably with the forecast conditions, however he had only requested a briefing for the IFR portion of the flight and made no mention to the briefer of continuing VFR to Chetwynd.

The actual route flown by the pilot, after reporting over Dawson Creek, is unknown, however the location of the crash site and the geographical position of the ear witness indicates that the pilot had either diverted from his original plan in order to fly over mining property on Bull Moose Mtn., prior to landing at Chetwynd, or lacking any navigational aids at his destination the pilot unknowingly tracked south of his required route while proceeding into deteriorating weather conditions. From the weather and witness reports, it is apparent that while enroute the aircraft entered cloud and all ground reference was lost to the pilot. Following this the pilot initiated a controlled shallow descending turn to the right, possibly in an attempt to regain visual contact. During the turn, while in cloud, the aircraft struck trees and crashed on the south slope of Mt. Wartenbe. It is of some interest to note that the accident site is located on the only terrain obstruction with an elevation above 3500 ft within 10 miles on either side of the proposed route. Had the same descending turn been made at any other point during the flight it is considered doubtful that the accident would have occurred.



**AFFIRMATION OF THE CONTENT OF THIS REPORT**

**INVESTIGATOR(S) SIGNATURE(S)**

**REGIONAL SUPERINTENDENT COMMENTS**

1

*[Signature]*

*Conor C. Leyland*  
REGIONAL Supt. ACCIDENT INVESTIGATION

*9 Apr 73*  
DATE

*[Signature]*  
REGIONAL CONTROLLER, CIVIL AVIATION

*9-4-73*  
DATE

**DOCUMENTS SUPPORTING THE DETAILS OF THIS REPORT AND APPENDED HERETO**

POLICE REPORT ☒ MEDICAL REPORT ☒ MATERIAL LABORATORY REPORT ☐ WEATHER INFORMATION ☒  
CRIME LABORATORY REPORT ☐ PATHOLOGIST'S REPORT ☒ PILOT'S STATEMENT(S) ☐ ATC TAPE/TRANSCRIPTION ☒  
CORONER'S REPORT ☐ CASUALTY LIST ☐ WITNESSES' STATEMENT(S) ☒ TECHNICAL REPORTS ☐  
MAPS AND CHARTS ☒ PASSENGER STATEMENTS ☐ OTHER ☐ SPECIFY:

**ADMINISTRATIVE DETAIL**

<b>INVESTIGATION</b>	ELAPSED TIME FROM ACCIDENT TO INVESTIGATOR'S ARRIVAL ON THE SCENE	37 HRS.	ELAPSED TIME FROM ACCIDENT TO RECEIPT OF NOTIFICATION BY REGION	24 HRS.
<b>EXPENDITURES</b>	CASH: COST OF FARES, CHARTERS, ETC.:	\$ _____		
	ALL OTHER CASH EXPENSES	\$ _____		
	TOTAL CASH EXPENDITURES	\$ _____		
MAN-HOURS: TIME SPENT ON THIS CASE BY ACCIDENT INVESTIGATOR(S) INCLUDING TIME. HOURS: _____				

**H.Q. USE**

**CAUSE FACTORS ASSIGNED**

000077

- ① The Regional Superintendent is invited to comment upon accident investigation procedures, techniques, etc. If he believes some addition or deletion to investigation regulations or policies should be made, suggested changes should be outlined here.

STATEMENT OF Fred E. Cox,  
Lone Prairie, B.C.

On Saturday morning, the 8th July 1972, my wife and I were sitting having coffee in our kitchen - I believe the time was between 90:00 and 09:30 AM when we heard what sounded like a low flying aircraft which by the sound I would definitely say it was a twin engine aircraft. As this location is very quiet most of the time, whenever we hear a motor we immediately listen closely to attempt to identify it. It sounded really low as though it was buzzing the house, as I listened it seemed to be making a semi circle route just north of the house and was passing from east to west. We heard the aircraft for approximately 40 to 50 secs. in which time I would say that the engines were working well. It was a good solid roar.

The weather at the time was poor, the cloud was overcast and quite low, I would estimate about 800 ft above ground, as the tops of the hills just to our north were at the cloud base. Also it was raining at the time, sort of a drizzle. The wind was calm and under the cloud the visibility was approximately 8 to 10 miles.

"Fred E. Cox"

WITNESSED

"R. J. Jobling"

Q. What were your immediate actions on hearing this aircraft?

A. I immediately went to the kitchen window and looked out in the direction that the sound was coming from, however, I saw nothing. I felt that the aircraft must have been in or above the low cloud.

"F.C."

# PILOT'S FLYING HISTORY

Name: Douglas Russell Gant  
11736 - 133rd St., Edmonton, Alberta.

License No. XDA 817  
Type A.T.R.

D.O.T. Medical Category A

Where did you learn to fly Davidson, Sask.

When 1943

Where has your flying been principally carried out Canada and U.S.A.

## RATINGS

Airline (ATR)  
Single Engine Land  
Single Engine Sea  
Multi Engine Land  
Multi Engine Sea

Solo or First Pilot Time: (a) Total hours - over 10,000.HRS.

### SINGLE ENGINE

	0-225 H.P.	225-450 H.P.	Over 450 H.P.
Civilian	1,000		
Military	75		
Bush	400	2,000	3,000
Totals	1,475	2,000	3,000

### TWIN ENGINE

	0-1000 H.P.	Over 1000 H.P.	Multi Engine
Civilian	3,000	3,000	
Military	300		300
Bush	1,000		
Totals	4,300	3,000	300

### PILOT'S QUALIFICATIONS FOR SPECIFIED CLASSES

#### Single Engine

#### Twin Engine or Multi

	<u>Fixed Gear</u>	<u>Retractable Gear</u>	<u>Skis</u>	<u>Floats</u>	<u>Wheels</u>
Beaver	x	x	x	x	
Otter	x	x	x	x	
Cessna					
310	x	x	x	x	x
Aztec	x	x	x	x	40
Twin Otter	x	x	x	x	100
Aero Comm.	x	x	x	x	60
F27	x	x	x	x	600
Hours in last 12 months					800

PREVIOUS EMPLOYMENT HISTORY

Employers

Shell Canada Ltd.	1956 - 1970	Pilot
Imperial Oil Ltd.	1970	Pilot

Foregoing data as of June 17, 1970

5002-P20043

35414 SEP 21 72



"E" Division  
C.I.B.

YOUR NO. \_\_\_\_\_  
VOTRE N° \_\_\_\_\_

OUR NO. 72E 503-476  
NOTRE N° \_\_\_\_\_

Victoria, B.C.,  
September 19, 1972.

CAI

The Regional Superintendent  
of Air Services,  
Civil Aviation,  
Ministry of Transport,  
739 W. Hastings St.,  
VANCOUVER 1, B.C.

Dear Sir:

Re: Douglas Russel GANT (B:2-2-25) 'et al'  
Sudden Death, near Chetwynd, B.C.  
8 July 1972

Attached for your information and atten-  
tion is our concluding report concerning this matter  
from Chetwynd dated the 8 September 1972.

Yours truly,

J. V. Cain, Insp.,  
Asst. C.I.B. Officer.

Encl.

RCMP  
GRC 6880

# ROYAL CANADIAN MOUNTED POLICE - GENDARMERIE ROYALE DU CANADA

C 237  
REV 1-4-66

OTHER FILE REFERENCES:  
REF. AUTRES DOSSIERS:

DIVISION

EN

DATE

8 SEP 72

RCMP FILE REFERENCES:  
REF. DOSSIERS GRC:

SUB-DIVISION - SOUS-DIVISION

Prince George

DETACHMENT - DETACHEMENT

Chetwynd

72-500-66

72 PC-500-122

PCR: 19-7-72

RE:  
OBJET:

Douglas Russel GANT (B. 2-2-25) et al - Sudden Death  
Near Chetwynd, B.C. - 8 JUL 72 (UNORG)

CHEWYND DETACHMENT CASE

THIS POLICE REPORT  
IS ISSUED TO YOU BY THE R.C.M. POLICE FOR  
INFORMATION OF YOUR DEPARTMENT ONLY. IT IS  
NOT TO BE MADE KNOWN TO ANY OTHER AGENCY  
OR PERSON WITHOUT THE WRITTEN PERMISSION  
OF THE ISSUING OFFICE.

Et al - John Howard MARSHALL (B. 4-5-44)  
Gorddn Douglas MORRISON (B. 15-5-31)  
Maurice Lesley GODDARD (B. 7-5-40)  
Charles LILLY (B. 5-4-32)  
Ashlay Cole BARTON (B. 16-3-44)

8 SEP 72

1. Inquiry Reports received advised cause of death due to the following:

GANT - Multiple fracture of skull, chest and liver  
Loss of visceral organs including brain

MARSHALL - Multiple severe fractures; skull, chest and limbs  
Ruptured lungs, liver and spleen  
Loss of brain

MORRISON - Multiple severe fractures of head, chest, spine  
Loss of brain  
Ruptured lungs, heart, liver and spleen

GODDARD - Multiple fractures of skull, chest, pelvis and limbs  
Ruptured lungs, liver, heart, and spleen  
Loss of brain

LILLY - Multiple fractures of skull, chest and limbs  
Loss of body organs

BARTON - Multiple fractures of chest, skull, limbs  
Ruptured heart, liver and spleen  
Loss of brain

2. Inquiry conducted by Coroner Glen McDONALD and the following opinion submitted:

Deaths classified as accidental due to injuries received as a result of an airplane crash near Chetwynd, B.C.

3. GODDARD, LILLY and BARTON buried at Sydney, N.S.W. Australia.  
GANT buried at Edmonton, Alberta. MARSHALL buried at St. Albert, Alberta,  
and MORRISON buried at Edmonton, Alberta.

CONCLUDED HERE.

(A.W. Pritchett) Sgt.  
i/c Detachment.

(A.W. Pritchett) Cst.  
22514.  
Chetwynd Detachment.

000083



"E" Division  
C.I.B.

27814 AUG 272

YOUR NO. \_\_\_\_\_  
VOTRE N° \_\_\_\_\_

OUR NO. 72E 503-476  
NOTRE N° \_\_\_\_\_

Victoria, B.C.  
1 August, 1972, .....

Regional Superintendent,  
Air Services,  
Civil Aviation,  
Ministry of Transport;  
739 West Hastings St.,  
VANCOUVER 1, B.C.

*CAI*

*5002-P20043*

Dear Sir:

Re: Douglas Russel GANT (B:2 FEB 25)  
'et al' - Sudden Death  
Near Chetwynd, B.C. 8 JUL 72

Attached for your information is a copy of the report received from our Chetwynd Detachment concerning the death of the captionally-noted subjects. A copy of the concluding report will be sent to you when it is received.

Yours truly,

  
G. L. Dalton, Insp.,  
Asst. C.I.B. Officer.

Encs.



**ROYAL CANADIAN MOUNTED POLICE - GENDARMERIE ROYALE DU CANADA**

RCMP  
GRC 6880

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

C 237  
REV. 1-4-66

OTHER FILE REFERENCES: REF. AUTRES DOSSIERS:	DIVISION <b>"E"</b>	DATE <b>19 JUL 72</b>	RCMP FILE REFERENCES: REF. DOSSIERS GRC:  <b>72-500-66</b>
	SUB-DIVISION - SOUS-DIVISION <b>Prince George</b>		
	DETACHMENT - DÉTACHEMENT <b>Chetwynd</b>		

PCR: First Here

RE:  
OBJET:

**Douglas Russel GANT (B.2-2-25) 'et al' - Sudden Death**  
**Near Chetwynd, B.C. 8-7-72**  
**CHETWYND DET CASE (UNORG)**

**'Et al' John Howard MARSHALL (B.4-5-44)**  
**Gordon Douglas MORRISON (B.15-5-31)**  
**Maurice Lesley GODDARD (B.7-5-40)**  
**Charles LILLY (B.5-4-32)**  
**Ashlay Cole BARTON (B.16-3-44)**

**8 JUL 72**

1. At approximately 9:00 p.m. this date Mrs. R. SHEILDS of Chetwynd, B.C. contacted members of this office and advised that there may be a plane down in our detachment area. SHEILDS stated that Coalition Mining Ltd. had chartered a plane in Edmonton Alta., to fly a number of their company representatives to Chetwynd. SHEILDS advised that we should contact Mr. Graham Rodney WALLACE for further information as to the situation.
2. WALLACE was contacted by the writer as he disembarked from a Search & Rescue Helicopter which landed in Chetwynd at 9:30 p.m. A brief conversation revealed that the captionally noted persons were on board the missing aircraft, which had been chartered from Western Construction Ltd. of Edmonton Alta. The plane itself was described as being a Cessna 421, twin engine type capable of carrying eight passengers, bearing radio call number XWI and being gold, white and brown in color. WALLACE advised that the plane was piloted by the captionally noted GANT an employee of Western Construction and was due into Chetwynd at 10:00 a.m. this date. The plane had apparently checked in with radio control at Ft. St. John, B.C. at 9:00 a.m. as per regulations and hasn't been heard from or contacted since. As a result Search & Rescue officials at CFB Comox were contacted and advised of the above, they immediately dispatched a helicopter and two fixed winged aircraft to this area, and haven't yet located the missing aircraft.
3. WALLACE added three of the captionally noted, GODDARD, LILLY, and BARTON were from Sydney Australia and that the Coalition head office in Toronto Ont. had contacted their families and advised of the situation. MARSHALL and MORRISON are from Edmonton Alta and their families are likewise aware that the plane is missing.
4. Captain SMITH of Search & Rescue contacted this office to advise that at approximately 1:30 a.m. 9-7-72 one of their aircraft had picked up a signal from the crash beacon which was on board the missing aircraft. SMITH stated that they believed the craft was down on the side of Wartenbe Mountain 7 miles Southeast of Chetwynd and that as soon as it is daylight their helicopter will be flying over the scene.

CONT'D ON PAGE TWO:

RE:  
OBJET:

PAGE

2.

**Douglas Russel GANT (B.2-2-35) 'et al' - Sudden Death****CONT'D FROM PAGE ONE:****9 JUL 72**

5. On this date at approximately 4:30 a.m. the Search & Rescue helicopter flew over the crash site, however due to low hanging clouds and extreme fog conditions were unable to land and establish if there were any survivors. Members of this office accompanied the helicopter to the crash site, three more times throughout the day, however the low hanging clouds coupled with the prevailing rain conditions hampered all efforts to land and examine the crash site.

6. Members of this office along with a number of Forestry Personnel attempted to walk into the scene at approximately 4:00 p.m., however due to the extremely rugged terrain this attempt also failed.

**10 JUL 72**

7. The weather having cleared on this date the Search & Rescue helicopter flew Cst's PRITCHETT, FAIRHEAD, and the writer along with Cpl. W. WACKY of para-rescue to the top of Mt. Wartenbo. The crash scene itself was located approximately 400-500 yards below the top of the mountain in a heavily wooded area. Wreckage of the plane was scattered over an area of about 200 yards. The bodies of all the captionally noted persons were located immediately, and due to the extremely smashed condition they were in, it would appear that all died instantly upon impact. The bodies of GANT the pilot and LILLY whom were sitting in the two front seats of the craft were located about 20 yards from the rest of the fuselage and bodies. They were thrown from the plane as it hit a rock shelf after knocking down a number of trees. The bodies of MORRISON, MARSHALL, GODDARD, and BARTON were located in and around the fuselage itself. Photos of the scene and bodies were taken by Cst. PRITCHETT and are attached. The bodies were then removed and flown into the Chetwynd Hospital Morgue.

8. At 12:10 p.m. this date Dr. J. CRAVER pronounced death and the bodies were identified either by physical characteristics or personal effects taken from their clothing. Mr. WALLACE knew the Australians that were on board personally and attended at the morgue to identify them. Personal effects were removed from the bodies and made subject of C-246's which are attached. Chief Coroner G. MacDONALD of Vancouver was advised of the situation and stated that an Inquiry will be held into the incident. All Next of Kin were advised of the recovery of the bodies.

9. Department of Transport Inspector Roy JOBLING accompanied by Cst. PRITCHETT and Cst. MURDO of the Dawson Creek Ident. Section attended at 3:00 p.m. this date at the crash scene to conduct further investigation and obtain aerial photos.

**CONT'D ON PAGE THREE:**

RE:  
OBJET:

PAGE

3.

Douglas Russel GANT (B.2-2-35) 'et al' - Sudden Death

CONT'D FROM PAGE TWO:

10. After identity of the bodies was established, they were flown to Vancouver in order that an autopsy be conducted on the pilot, GANT.

11. It would appear that the cause of this crash was due to the extremely bad weather conditions prevailing at the time and the fact that the pilot was flying on visual rather than by instruments as his flight plan indicated. Inspector JOBLING stated that there was no indication that the plane had lost power before crashing and that it appeared the pilot simply couldn't see due to clouds and fog.

12. Telex CH/72 refers to this incident, photos attached depict scene of crash. Pending results of the Inquiry this file will remain as hereunder noted.

S.U.I. D.D. 15 SEP 72

*H.D. Voaklander* #28032.  
(H.D. VOAKLANDER) Cst.

(A.J. CROTHERS) Sgt.  
i/c Chetwynd Det.

OC PRINCE GEORGE SUB/DIV.

1. Further to report submitted by Cst. VOAKLANDER it should be noted that at the request of Coroner Glen MacDONALD, Coroner W.H. Williams of this point waived his jurisdiction in this matter to Vancouver where arrangements had already been made to have a complete autopsy done on all the bodies, and then have the bodies released for transmission to Edmonton and Australia. Coroner MacDonald advised that when the investigation had been completed by all departments concerned that he would holding an Inquiry into the deaths of the six men.

2. All effects as listed on the Form C.246 with the exception of two passports which belonged to LILLY and BARTON were turned over to Mr. WALLACE. The passports in question are being forwarded direct to Consular Division, Department of External Affairs, Ottawa, Ontario by registered mail.

3. A concluding report will be submitted when the findings of the Coroner's Inquiry are made known to this Detachment. Copy of this report forwarded direct to Coroner MacDonald.

(A.J. Crothers) Sgt.  
i/c Chetwynd Detachment.

8635 FEB 16 73

Edmonton Alberta

February 9, 1973

Accident Investigation Branch  
Ministry of Transport  
739 West Hastings  
Vancouver B.C.  
Attn Mr. Jobling

Dear Sir;

In reference to your request for information regarding a weather briefing which I provided to an aircraft which crashed in the Chetwyn, B.C. area on or about July 8, 1972, the following is to the best of my recollection, the information which I passed on to the pilot in person.

To begin with I was only asked about the Dawson Creek And Ft. St. John weathers and forecasts and at no time was it mentioned that he planned to fly to any other destination. If my memory serves me right the weather was VFR and expected to remain so although some showers were expected in the area.

On hearing of the accident the following day I went through the actual weather reports on file but the reports for the hours in question had been discarded. The only reports which I was able to find was an old Pirep issued from Ft. St. John about one hour after the aircraft had supposedly departed from Edmonton. The Pirep indicated that the weather in the Pine Pass area was below VFR the details of which I can no longer remember.

I trust the above will be of some assistance and I regret that I cannot remember the details more precisely.

Yours truly,

  
A.F. Langevin

31003 AUG 28 12

Your file Votre dossier

Our file Notre dossier



Environment Canada  
Environnement Canada

Atmospheric Environment  
Environnement atmosphérique

August 24, 1972.

Inspector R.J. Jobling,  
Aircraft Accident Investigations,  
Ministry of Transport,  
Vancouver, B.C.

Dear sir:

This letter is the follow up to your phone call on August 21, regarding the accident concerning CF-XWI near Chetwynd, B.C.

Enclosed are three pilot reports (which I read to you) which would be applicable to the area and time concerned. The first two, sent under the heading UACN10 CYXY, were sent by myself, while the last one was sent by Prince George. Also enclosed are copies of the ~~weather~~ weather reports for Dawson Creek for 1500, 1600, and 1700 GMT.

As the copy of the SACN1 CYXY for 081600 would indicate, virtually the entire area east of the Rocky Mountains was below VFR; and the indications were, on the morning in question, that the hills surrounding Dawson Creek were generally either protruding into the low cloud, or very close to the base of the layer.

I finally managed to contact the pilot of the North Cariboo Air BE-18, Mr. Gordon Ferguson. He made a flight in CF WJC from here to Chetwynd, arriving in Chetwynd about an hour, or so after the approximate time of the crash. Gordon's intentions were to fly from Chetwynd to Dawson Creek, refuel, and then fly on to Edmonton. However, as he reported the following day, the cloud was down on the hills to the east of the strip, and along the highway towards Dawson Creek. He cannot recall, at this late date, whether the hill upon which the wreckage was located, was visible, or if it was obscured by cloud. Gordon mentioned that he was on top of a scattered lower layer during most of his trip from here to Chetwynd, but that the lower layer appeared to merge with a higher one towards the east.

I recall briefing an American pilot (I think) to Calgary (he was in Dawson Creek) the day following the accident. This pilot mentioned that he had been in the Chetwynd area around the same time as XWI, and that in order for him to get into Dawson Creek, he had to either climb on top of the lower layer, or divert to the north; I can't recall which. I also seem to recall hearing of a report from some one in Chetwynd of the cloud hanging down into the hills to the east on the morning of August 8. This report was passed on to me about third, or fourth hand.

As I mentioned in our telephone conversation, the B.C. Railroad takes one observation per day in Chetwynd, around 12 or 1300Z. These reports (along with reports from other BCR sites) are passed on to the Vancouver Weather Office, so you might try either of those sources to see if a report is available for August 8. These reports are unofficial, and I would accept the ceiling height with a grain of salt.

One other thing I notice I didn't mention earlier: one of the Air Traffic Controllers from here went ~~by~~ with Gordon on his flight to Chetwynd. The Controller, Mr. Ty Oler, is no longer at this airport; having been transferred to Calgary International last week. If you wish to contact him, he should be available at Calgary. Ty, by the way, has a private pilot's licence.

- 2 -

I think that this is about all the pertinent information. Unfortunately, considerable time has lapsed, and my powers of recall aren't all that good. Should I happen to become involved with a similar situation (which I hope I don't), I think I'll make a few notes just in case.

I hope that the preceeding page will be of some value to you.

Yours truly,



D. R. Flint,  
Presentation Technician,  
Weather Office,  
Fort St. John, B.C.

K  
UACNIO CYXY 001650  
CF TCD FE17 OVR HUDSON HOPE. CIG 4 THSD ASL LGT - MDT RAIN.  
NED

X  
UACNIO CYXY 001730  
CF USV ON GND AT ROBERLY LK. CIG DWN TO DECK.  
NED

UACNIO CYVR 001545  
XT PIDEP 001515 C310 YJ-YS VIA HUDSON HOPE GOOD VFR XCP MCLEOD LK TO S  
SUMMIT LK 43 AG VSDY 1/4-1/2R-T. PINE PASS CLOSED.

SACN1 CYXY 081600  
ET 3402005F 122/53/52/0905/985/SF7SC3  
ZU S 081600 E8015+ 126/56/51/0805/987/SF10  
QU 70A20025 112/53/50/0915/982/SF1SC9  
XJ E30060020 133/53/46/0108/988/SC6SC4 CIG LWR W CU ASOCTD  
DQ 60210E100015+RW-- 127/51/48/0304/988/SC1SC2AS7  
YE S E16025 146/57/50/3507/994/SC9  
WH 0009/9.+ / 57/ / 1309/031/000  
ZW E600100035 128/56/51/2603/987/SC6AC3  
XY 500E8001200300040 133/54/48/3404/987/AC1AC5AC1CI ACC ASOCTD  
DB 600E90050 149/58/50/3006/991/SC5AC3 TCU ASOCTD VIRGA NW  
MA 250-020 140/63/47/0304/991/CI3 K N W E  
DA E50015 125/54/50/0902/988/SC6 CU ASOCTD

SACN1 CYXY 081700  
DQ 60100B21090015+RW-- 124/52/48/0407/985/ST2SF2SC2AS4

SACN1 CYVI 081720  
SACN1 CYXY 081500 COR  
QU 50E30015 114/53/50/0811/983/SF1SC9 PIREP 081457 ZRW M21 6M W OF  
QU VOR 400FT. 0602M VSBY 710

SACN1 CYXY 081500  
XJ 300E60020 135/51/45/3606/988/CU2SC8 CIG LWR W 706

SACN1 CYXY 081500  
DQ 210SC0E100015+RW-- 129/50/47/0304/986/SF1AC1ASS 708



# MEMORANDUM

CLASSIFICATION



TO  
A

Regional Administrator,  
Pacific Region,  
739 West Hastings Street,  
Vancouver, B.C.

YOUR FILE No.  
Votre dossier

Attention: PSAI

OUR FILE No. 5402-8  
Notre dossier

27324 JUL 28 72

DATE 22 July, 1972.

FROM  
De


Chief,  
Edmonton Area Control Centre.

FOLD

SUBJECT  
Sujet

Accident - CF-XWI - July 08, 1972.

1. As discussed with you by C.W.P. Currie of this Centre, attached are the following documents regarding the fatal accident to CF-XWI on 08 July, 1972.
  - (a) IFR flight plan received via phone.
  - (b) Flight progress strips.
  - (c) Flight notification air filed with Ft. St. John Aeradio Station.
  - (d) Duplicate copy of flight notification requested from Ft. St. John when aircraft went missing.
  - (e) List of passengers on aircraft received from Western Construction.
  - (f) Overdue aircraft report and search action.
  - (g) Overdue aircraft report as passed to Rescue Co-Ordination Centre, Victoria.
  - (h) Transcript of radio conversations with CF-XWI by Edmonton Industrial Tower.
  - (i) Transcript of radio conversations with CF-XWI by Edmonton Area Control Centre.
  - (j) Transcript of Interphone conversations between Edmonton Area Control Centre and Grande Prairie/Ft. St. John Aeradio Stations with respect to CF-XWI.
2. The enclosed documents are photostat copies of original documents and actual transcriptions of air traffic control recordings. Originals and tape records are being retained in Edmonton Centre and Tower. It would be appreciated if you could advise when the tape recordings may be erased and placed back in service.

  
G. S. Machum,  
Chief,  
Edmonton Area Control Centre.

Encls.

Telephone conversation re: Pre-taxi clearance on CF-XWI.

Edmonton Ground to Edmonton Centre on Circuit 514.

Centre - Terminal?

Ground - XWI is taxiing for Runway 11.

Centre - ATC clears XWI to the Dawson Creek Airport via Amber 2.  
Maintain one zero thousand and say again the runway?

Ground - Runway 11.

Centre - Okay, radar release.

\*\*\*

INCIDENT - CF-XWI

Departure from Edmonton Industrial Airport to Dawson Creek on July 8, 1972.

(As requested by Mr. P. Currie, Edmonton Area Control Centre, July 24, 1972).

Time - 1420 Z

XWI - Edmonton Ground, XWI, IFR to Dawson Creek. Taxi clearance.

Ground - XWI is cleared to Runway 11. Wind's 110 at 5 to 10, 2994,  
1420 on the time.

XWI - XWI.

Time 1424 Z

Ground - XWI your clearance.

XWI - XWI go ahead.

Ground - ATC clears XWI Dawson Creek Airport, Amber 2, maintain one zero  
thousand. Over.

XWI - ATC clears XWI to the Dawson Creek Airport via Amber 2, maintain  
ah, one zero thousand.

Ground - XWI the clearance checks. Remain this frequency and advise when  
you're ready.

XWI - XWI is ready.

Ground to Centre on Hotline

Ground - XWI is ready.

Centre - XWI is valid. Left turn or right turn and ah, 119'er decimal 5. HY.

Ground - Okay.

Ground - XWI you can change Tower now 119.1. Your frequency after take-off  
will be 119.5.

XWI - Roger, check.

- 2 -

XWI - Edmonton Tower, XWI position?

Tower - XWI taxi to position and hold.

XWI - XWI position and hold.

Tower - XWI Edmonton, cleared for take-off. Check the 150 climbing out, should be turning left shortly.

XWI - XWI cleared take-off.

Centre to Ground on Hotline

Centre - How's XWI doing?

Ground - XWI's off 27. ML.

Centre - Do you know what turn he's going to do?

Ground - No.

Centre - Okay, give him to me if you can.

Ground - Will do.

---

Tower - XWI Edmonton, departure 119.5. Good morning.

XWI - XWI good morning.

\*\*\*

T R A N S C R I P T I O N

Sector 7C,  
Recorder 4, Track 9,  
July 8, 1972.

1400Z-1423Z

ATC (HY) Terminal

XWI is taxiing for Runway 11.

ATC (HY) ATC clears XWI to the Dawson Creek Airport Amber 2 maintain 10 thousand  
say again the runway.

11

ATC (HY) Ah Runway 11 okay radar release.

Okay (initials)

1424

Sector 7A,  
Recorder 2, Track 1,  
July 8, 1972.

1424Z

XWI is ready

ATC (HY) XWI is valid left turn or right turn and ah 119.5 HY

(initials)

1427

ATC (HY) How's XWI doing?

XWI is off at 27 over.

ATC (HY) You know what turn he's going to do?

No

ATC (HY) Okay give him to me if you can.

Roger

1428

XWI Edmonton Departure XWI is with you squawking 1100 on standby.

ATC (HY) XWI ah roger will you be doing a left or a right turn out?

XWI Ah we'd like a left turn.

ATC (HY) XWI have you started the turn yet?

XWI No sir.

ATC (HY) Okay well make it a right turn then, I have traffic about to depart from Namao that will facilitate his departure straight turn right and squawk 1100 now then please.

XWI Roger a right turn and 11 normal.

ATC (HY) XWI And XWI Edmonton your radar identified report leaving 7 thousand climbing.

XWI XWI report leaving 7.

ATC (HY) Roger

1434

XWI Edmonton XWI is 7 for 10.

ATC (HY) XWI roger Whitecourt altimeter 29r89

XWI 2989 XWI.

1438

ATC (HY) XWI for my information are you in rain showers now?

XWI XWI affirmative.

1441

XWI XWI is level at 10

ATC (HY) XWI is level at 10 contact Centre at 119r7.

XWI XWI Centre.

T R A N S C R I P T I O N

Sector 6B,  
Recorder 4, Track 7,  
July 8, 1972.

1441Z

XWI Edmonton Centre XWI is with you.  
ATC XWI the Whitecourt altimeter 29r89r. Report by Whitecourt this frequency.  
XWI XWI 89

1442 - 1456

XWI Edmonton Centre XWI Whitecourt.  
ATC XWI go ahead.  
XWI Roger we're by Whitecourt at 54 10 thousand Grande Prairie at 35 Dawson Creek next.  
ATC XWI roger the progress radar is terminated at this time the Grande Prairie altimeter 29r84.cleared enroute frequency.  
XWI XWI and 84 cleared enroute.

1457

T R A N S C R I P T I O N

Sector 2, Landlines,  
Recorder 1, Track 5,  
July 8, 1972.

1537

ATC Edmonton  
Grande Prairie XWI  
ATC Go ahead.  
Grande Prairie 34 10 thousand IFR Dawson Creek 53 requesting descent.  
ATC Okay ah - stand by one.  
ATC Okay ATC clears XWI to maintain 6 thousand no delay expected DC.  
ATC clears XWI to maintain 6 thousand no delay expected JH.  
ATC That's correct DC.

1538 - 1545

Edmonton Grande Prairie Radio.  
ATC Go ahead.  
Ah roger XWI 6 thousand requesting further.  
ATC ATC clears XWI to the Dawson Creek Airport for an approach DC.  
And XWI is cleared to the Dawson Creek Airport for an approach JH.

1546 - 1550

ATC Edmonton  
Grande Prairie XWI has cancelled IFR at 47.  
ATC Thanks DC.

1552



DEPARTMENT OF TRANSPORT  
AIR TRAFFIC CONTROL  
FLIGHT PLAN

PILOTS: COMPLETE PART 1 ONLY

TYPE OF FLIGHT <input checked="" type="checkbox"/> IFR <input type="checkbox"/> VFR <input type="checkbox"/> DVFR		AIRCRAFT IDENTIFICATION XWI	TYPE OF AIRCRAFT C421/A	TRUE AIR SPEED 210 M.P.H. <input type="checkbox"/> KNOTS <input checked="" type="checkbox"/>	POINT OF DEPARTURE XD
FLIGHT ALTITUDE/LEVEL AND ROUTE 100 A2 DQ					
TIME OF DEPARTURE (GMT) PROPOSED 1425 ACTUAL			EST. ELAPSED TIME 1730 HOURS & MINS.	ALT. AIRPORT/S XJ	FUEL ON BOARD 4450 HOURS & MINS.
TYPE OF EMERGENCY RADIO TRANSMITTER, IF CARRIED CPI		NAV. & APPROACH AIDS CAPABILITY VOR <input type="checkbox"/> LFR <input type="checkbox"/> ILS <input checked="" type="checkbox"/> ADF <input type="checkbox"/> OTHER <input type="checkbox"/>		TOTAL NO. OF PERSONS ON BOARD 5	PILOT'S NAME Gant
NAME AND ADDRESS OF AIRCRAFT OWNER West Coast Box 476 XD					
OTHER INFORMATION (SUCH AS COLOUR OF AIRCRAFT, ETC.) Gold White Brown					
ADCUS <input type="checkbox"/>		NUMBER OF U.S. CITIZENS <input type="checkbox"/>	OTHERS <input type="checkbox"/>	PILOT'S LICENSE NO. XDA817	NOTE: AN ARRIVAL REPORT MUST BE FILED

2	FLIGHT PLAN RECEIVED FROM AK	BY FG	FLIGHT PLAN PASSED TO Z	BY		
	DEPARTURE MESSAGE		ARRIVAL MESSAGE			
SENT BY (INITIALS)	TIME	RECEIVED BY (INITIALS)	ARRIVED AT (PLACE)	ARRIVAL TIME (GMT)	SENT BY (INITIALS)	RECEIVED BY (INITIALS)

XWI C421/A 210	1425	XD 10 A2 DQ	10J	XD	11	RR	XI
----------------------	------	-------------	-----	----	----	----	----

XWI C421/A 210	1451	55	10 ✓				Z4
P1425 XD 10 A2 DQ							

XWI C421/A 210	35	1532	34	10 ✓			Qu
P1425 XD 10 A2 DQ							

XWI C421/A 210	53	1550	1016		XA		DQ
P1425 XD 10 A2 DQ							

09/0100 DQ

Amfelled on DQ

(XJ)

JUL 8

EAJ123 081556

FF CYEGZF

081553 CYXJYF

AIR FILE FLITE NOTE CF XWI C421 GOLD WHITE BROWN WHEELS  
CYDQ DI550Z CPI VHF DQ DRCT CHETWYND S/O DRCT DQ WILL  
CLOSE WITH CYXJ 090100Z

JUL 8 15 57 27Z

2040

Key

6a

Rec Action Requested by Co. and  
Mr. Miller from Co is in direct contact  
with 45 - Rec'd

O EAJI 99 082047

FF CYEGZF

082040 CYXJYF

DUPE OF FLITE NOTE

AIR FILE FLIGHT NOTE CF XWI C421 GOLD WHITE BROWN WHEELS  
OVER DQ 1550Z CPI VHF GANT DQ DRCT CHETWYND S/O DRCT DQ  
WILL CLOSE WITH CYXJ AT 090100Z RMKS TAS 210KTS

JUL 0 10 48Z72

List of passengers on X-1 - Doug Hart - Pilot  
Harold Marshall - Mr. Lilly - Mr. Haddad  
Mr. Burton or Baston - RCC

Mr. Miller request no press release without  
prior advice to Mr. Miller. RCC - correct. AP

Mr. Wallace. Western Reg. at Chetwynd  
Room 102. Chetwynd Hotel. PL 788-2276

8 JUL 72 12 21 PM '8

3

22062 Mr. Miller called & will call 75 RCC  
long distance with location of mine. D





DATE 08 July 72

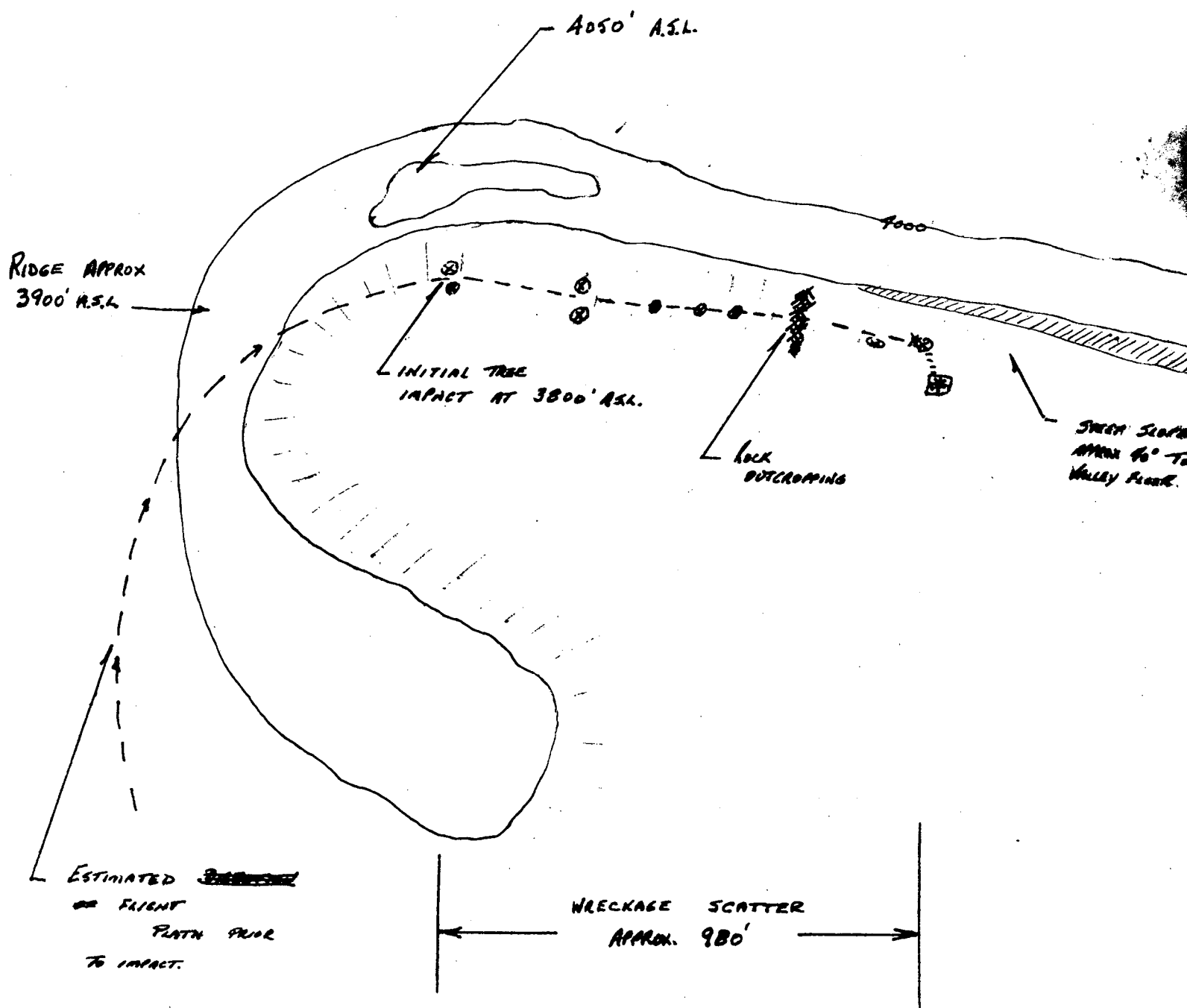
OVERDUE AIRCRAFT INITIAL REPORT

ATC EDMONTON RECEIVED REPORT AT ..... Z. RCC ..... ALERTED AT ..... Z  
ORIGINATED BY *Western Construction Co. M. Muller R 435-6747*  
FLIGHT PLAN/NOTIFICATION ROUTE *D.O. Sukuta R. Chetwynel D.O.*  
*Impr. by Mr Muller... A/c. was to circle mine site and go to Chetwynel*  
.....  
AIRCRAFT IDENT. *CF-XW1* TYPE *C421* WHEELS ☒ FLOATS ..... SKIS .....  
AIRSPEED *210* FUEL *about 3400* RADIOS *VHF* SARAH OR EMERGENCY RADIO (TYPE  
AND FREQUENCY) *C.P.1*  
DEPARTED *over DA 1550* Z ETE *07* ETA *09/0100* FLIGHT PLAN/NOTIFICATION TO BE  
CLOSED WITH *X.T.Y.F*  
REMARKS ON FLIGHT PLAN/NOTIFICATION .....  
.....  
PILOT *GANT* ADDRESS .....  
NUMBER OF PASSENGERS *5* NAMES .....  
.....  
DESCRIPTION OF AIRCRAFT *Good white Brown*  
.....  
SURVIVAL OR OTHER EQUIPMENT CARRIED .....  
*C.P.1 - Regular survival kit in wing locker no bags*  
*no sleep eng bags*  
.....  
OWNER OF AIRCRAFT *Western Coast Lbr Co. Box 446 RD*  
HAS OWNER OF AIRCRAFT BEEN ADVISED *YES* (SUGGEST THRU ATCC IF POSSIBLE) .....  
*owner initiated search*  
WEATHER (DEP. POINT) (ENROUTE) (DESTINATION) .....  
.....  
REMARKS *A/c. did not arrive Chetwynel Co. requested*  
*RCC action 2030 P*

# PLAN VIEW OF ACCIDENT AREA

## ON MT. WARTENBE

N

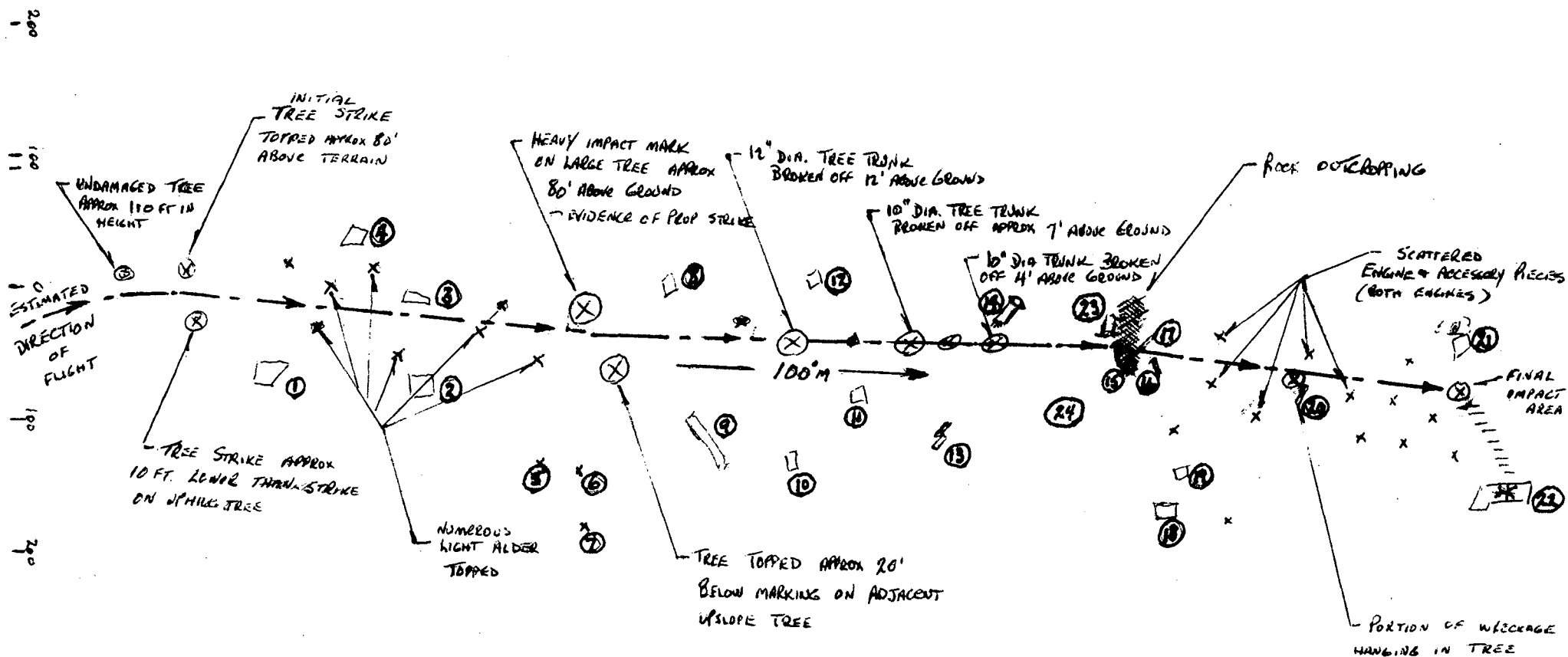


000107

NOTE:- NOT DRAWN TO

# WRECKAGE SCATTER PLAN

CF-XM1



APPROX. SCALE = 1/8" = 100'

000108



SCATTER PLAN LISTING

1. Piece of upper wing skin - outboard section port wing.
2. " " lower " " " " " "
3. Small piece of fuel cell.
4. Piece of port engine nacelle.
5. Small piece of rubber fuel cell.
6. " " " " "
7. 3 Ft. section of port elevator.
8. 3 Ft. X 2 Ft. section of stbd. wing panel with portion of fuel cell attached.
9. Port aileron.
10. Cabin door.
11. Small section of cabin skin structure.
12. Port wing tip fuel tank.
13. Nose wheel assembly.
14. Outer 3 Ft. section of port wing and tip tank attachment plate.
15. Propellor blade laying on rock area.
16. " " " " "
17. " " - (all blades show evidence of impact under power)
18. Starboard engine.
19. Hot section of Turbo Supercharger from Stbd. engine.
20. Stbd. aileron and portion of wing assembly hanging in tree.
21. Port engine and undercarriage assembly.
22. Remains of empennage, cabin and cockpit area and wing stubs. Assembly rolled approximately 80 Ft. downslope from final impact area.
23. Outer 5 Ft. section of stbd. wing and tip tank.
24. 2 Ft. section of cabin roof structure.

MEMORANDUM  
GOVERNMENT OF CANADA



NOTE DE SERVICE

GOUVERNEMENT DU CANADA

50418 JAN 15 1973

FROM  
DE

A/OIC  
WO1 VR

TO  
À

PMBW for PCAI

SUBJECT  
SUJET

AIRCRAFT ACCIDENT  
CESSNA 421  
JULY 8, 1972  
Near Chetwynd, B. C.

SECURITY - CLASSIFICATION - DE SÉCURITÉ

OUR FILE - N/RÉFÉRENCE

5002-1

YOUR FILE - V/RÉFÉRENCE

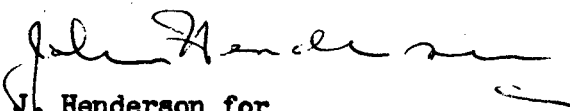
5002-~~1~~ P20043

DATE

January 5, 1973

1. Attached are three copies of the following weather information relative to the above-referenced accident:

- a) Surface weather charts prepared at Vancouver for 08/1200Z and 08/1800Z July 1972,
- b) Aviation weather reports for McKenzie (ZY), Dawson Creek (DQ), Grande Prairie (QU), Fort St. John (XJ) taken at 08/1500Z, 08/1600Z and 08/1700Z. (There are no regular reports available for Hudson Hope),
- c) An area forecast for the Peace River region (FACN 2 CYEG 081130Z) valid 1200-0000Z on July 8, 1972,
- d) Terminal Forecasts;  
McKenzie(ZY) valid 14-23 and 17-05Z, July 8, 1972  
Grande Prairie (QU), Fort St. John (XJ) valid 11-23Z, July 8, 1972. (There are no terminal forecasts issued for Dawson Creek or Hudson Hope).
- e) A short aftercast of probable weather conditions at the time of the accident including a comment on airframe icing.

  
J. Henderson for  
G. H. Muttitt  
Acting Officer-in-Charge  
WEATHER OFFICE, VANCOUVER

JH:c1

Attachments

000110

WEATHER CONDITIONS

NEAR CHETWYND, B.C.

AT

1620Z 8 July, 1972

---

The airmass was moist, unstable and there was a light upslope gradient from the East in the lower levels. This would produce lowering ceilings and increased convective showers toward the Continental Divide.

The observations attached suggest that the ceiling was below two thousand feet -- in fact, with scattered cloud reported as low as six hundred feet it is highly possible that the ceiling near Chetwynd was below one thousand feet. The visibility would have been restricted at times by showers.

The freezing level was approximately nine thousand feet. Convective cloud in this moist unstable air would result in airframe icing above the freezing level. If flight persisted for some time above the freezing level an icing hazard would result. However, assuming that the flight plan was being followed, the flight beyond Dawson Creek would have had to be below the freezing level in order to maintain VFR. In this case, no airframe icing would have been encountered.

SAPO  
CHETWYND, B.C.

FTCN15 CYVR 081345  
14-23

ZY 400CUC1000/0. 17Z C400CUTCUI000/0 OCNL PW-  
END

FTCN15 CYVR 081645  
17-05

ZY C500CU1000. 21Z C500TCUI000 QW-. 03Z 500C1000  
END

FTCN12 CYEG 081030  
11-23

QU 200C400R- OCNL C2004003R-F  
XJ 400C800 OCNL C400800R-  
END

081500

ZY E450100015+ 099/58/44/3612/980/CU7AC2 711

DQ 210900E100015+RW-- 129/50/47/0304/986/SF1AC1AS8 708

QU 5KE30015 114/53/50/0811/983/SF1SC9

PIREP 081457 ZRW M21 6M W OF QU VOR 400F OG&2 M VSBY 710

XJ 300E60020 135/51/45/3606/988/CU2SC8 CIG LWR W 706

081600

ZY E450100015+ 094/60/45/3208/978/CU7AC2

DQ 602100E100015+RW-- 127/51/48/0304/988/SC1SC2AS7

QU 70A20025 112/53/50/0915/982/SF1SC9

XJ E30060020 133/53/46/0108/988/SC6SC4 CIG LWR W CU ASOCTD

081700

ZY 300E40015+ 094/58/44/0404/978/CF1CU8

DQ 60100B2100015+RW-- 124/52/49/0407/985/ST2SF2SC2AS4

QU 80E25025 110/5452/0909/982/SF2SC8

XJ S 081700 E25060010R- 130/53/49/0205/984/SC8SC2 CU ASOCTD

FACN1 CYEG 081130  
12-00

HTS ASL UNLESS NOTED

PROG  
WK SFC TROF OVR BC GVG LGT SELY FLO MOIST AMS AT SFC UPR LO OFF  
BC CST GVG SLY FLO MOIST OVRNG AMS ALF. AMS UNSTBL S RGNS

EG-1  
LETHBRIDGE RGN  
CLDS AND WX. 900V0AC180/0 PRSTG TIL 18Z. 50-600TCUCB 200-300RW- DVLPG  
AFT 18Z OCNL 0CB350 TRW- AFT 20Z

ICG. OCNL MDT IN TCU CB. FRLVL 100-110

TURBC. OCNL MDT VCNTY TCU CB

EG-2-3-4-5  
CLDS AND QX. GNLY 100-1200V0 LYRS 180 R- WITH 40-500SC90 FRMG IN  
PCPN EMBDD ACC TOPS 250. LCLY CIG 5-8 VSBY 1/2-2 IN FOG TIL 15Z

ICG. LGT OCNLY MDT ICGIC. FRLVL 90-100

TURBC. LGT TURBC VCNTY ACC  
END

FACN2 CYEG 081130  
12-00

HTS ASL UNLESS NOTED

PROG  
ELY FLO FAIRLY DRY UNSTBL AMS OVR RGNS WITH INCRG SLY FLO  
MOIST OVRNG AMS OVR PEACE RGN

EG-6  
PEACE RGN  
CLDS AND WX. 40-600V0SC90 100-1200180R- DRFTG FM S WITH FEW 50-600  
TCU180RV- DVLPG AFT 18Z LCLY CIGS 8-10HND VSBY 2-4R -F

ICG. LGT OCNL MDT ICGIC. FRLVL 80-90

TURBC. LGT TURBC VCNTY TCU

WEATHER CONDITIONS

NEAR CHETWYND, B.C.

AT

1620Z 8 July, 1972

---

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FTCN15 CYVR 081345  
14-23

ZY 400CUC1000/0. 17Z C400CUTCUI000/0 OCNL RW-  
END

FTCN15 CYVR 081645  
17-05

ZY C500CUI000. 21Z C500TCUI000 RW-. 03Z 500C1000  
END

FTCN12 CYEG 081030  
11-23

QU 200C400R- OCNL C2004003R-F  
XJ 400C800 OCNL C400800R-  
END



081 500

*McKenzie* ZY E450100015+ 099/58/44/3612/980/CU7AC2 711

*Paula G.* DQ 210900E100015+RW-- 129/50/47/0304/986/SF1AC1AS8 708

*Samuel  
Proulx* QU 5KE30015 114/53/50/0811/983/SF1SC9  
PIREP 081457 ZRW M21 6M W OF QU VOR 400F OG&2 M VSBY 710

*H. B. John* XJ 300E60020 135/51/45/3606/988/CU2SC8 CIG LWR W 706

081 600

ZY E450100015+ 094/60/45/3208/978/CU7AC2

DQ 60210E100015+RW-- 127/51/48/0304/988/SC1SC2AS7

QU 70A20025 112/53/50/0915/982/SF1SC9

XJ E30060020 133/53/46/0108/988/SC6SC4 CIG LWR W CU ASOCTD

081 700

ZY 300E40015+ 094/58/44/0404/978/CF1CU8

DQ 60100B21000015+RW-- 124/52/49/0407/985/ST2SF2SC2AS4

QU 80E25025 110/5452/0909/982/SF2SC8

XJ S 081700 E25060010R- 130/53/49/0205/984/SC8SC2 CU ASOCTD

0

FACN1 CYEG 081130  
12-00

HTS ASL UNLESS NOTED

PROG

WK SFC TROP OVR BC GVG LGT SELV FLO MOIST AMS AT SFC UPR LO OFF  
BC CST GVG SLY FLO MOIST OVRNG AMS ALF. AMS UNSTBL S RGNS

EG-1

LETHBRIDGE RGN

CLDS AND WX. 900V0AC180/0 PRSTG TIL 18Z. 50-600TCUCB 200-300RV- DVLPG  
AFT 18Z OCNL OCB350 TRV- AFT 20Z

ICG. OCNL MDT IN TCU CB. FRLVL 100-110

TURBC. OCNL MDT VCNTY TCU CB

EG-2-3-4-5

CLDS AND QX. GNLY 100-1200V0 LYRS 180 R- WITH 40-500SC90 FRMG IN  
PCPN EMBDD ACC TOPS 250. LCLY CIG 5-8 VSBY 1/2-2 IN FOG TIL 15Z

ICG. LGT OCNLY MDT ICGIC. FRLVL 90-100

TURBC. LGT TURBC VCNTY ACC  
END

FACN2 CYEG 081130  
12-00

HTS ASL UNLESS NOTED

PROG

ELY FLO FAIRLY DRY UNSTBL AMS OVR RGNS WITH INCRG SLY FLO  
MOIST OVRNG AMS OVR PEACE RGN

EG-6

PEACE RGN

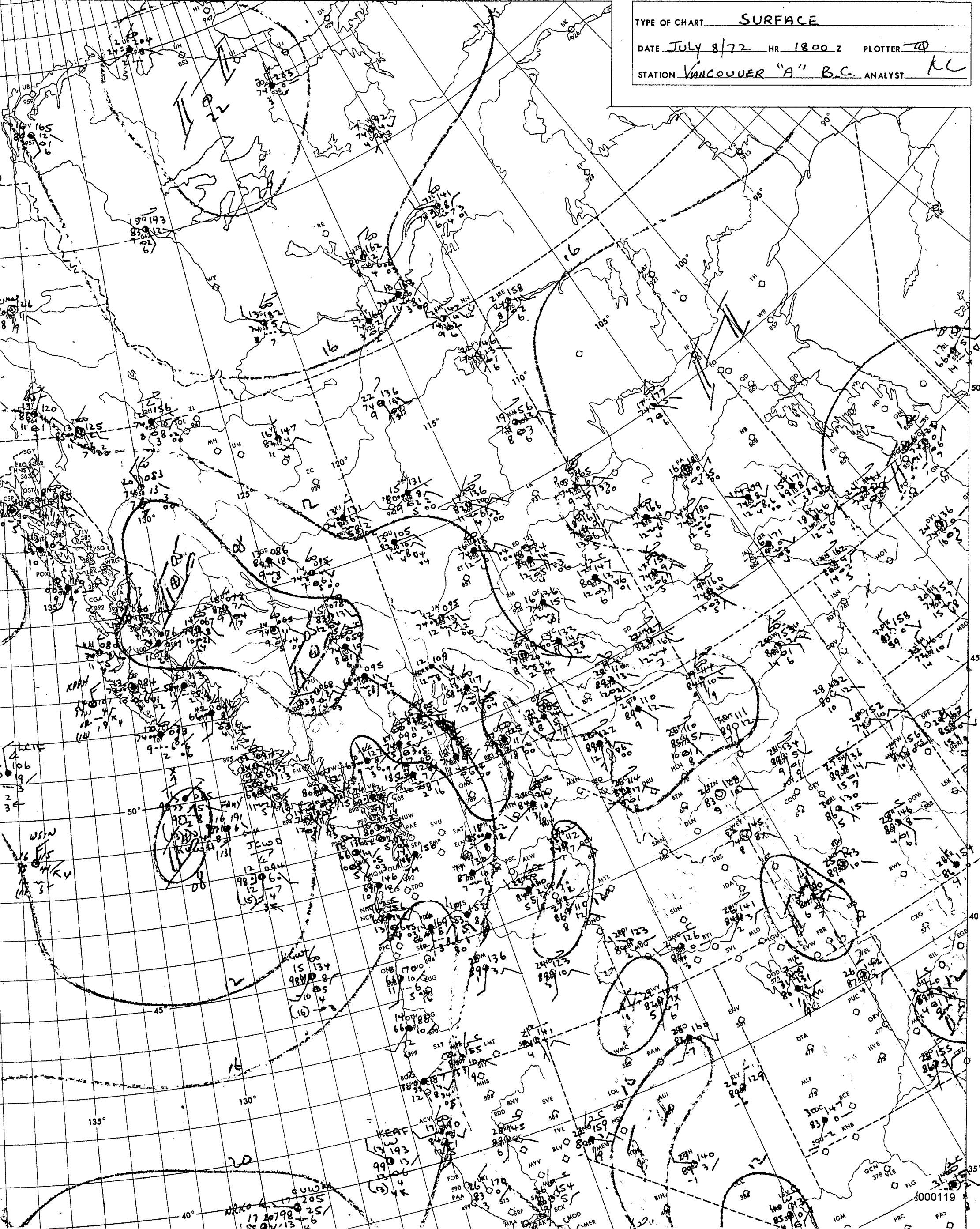
CLDS AND WX. 40-600V0SC90 100-1200180R- DRFTG FM S WITH FEW 50-600  
TCU180RV- DVLPG AFT 18Z LCLY CIGS 8-10MND VSBY 2-4R -F

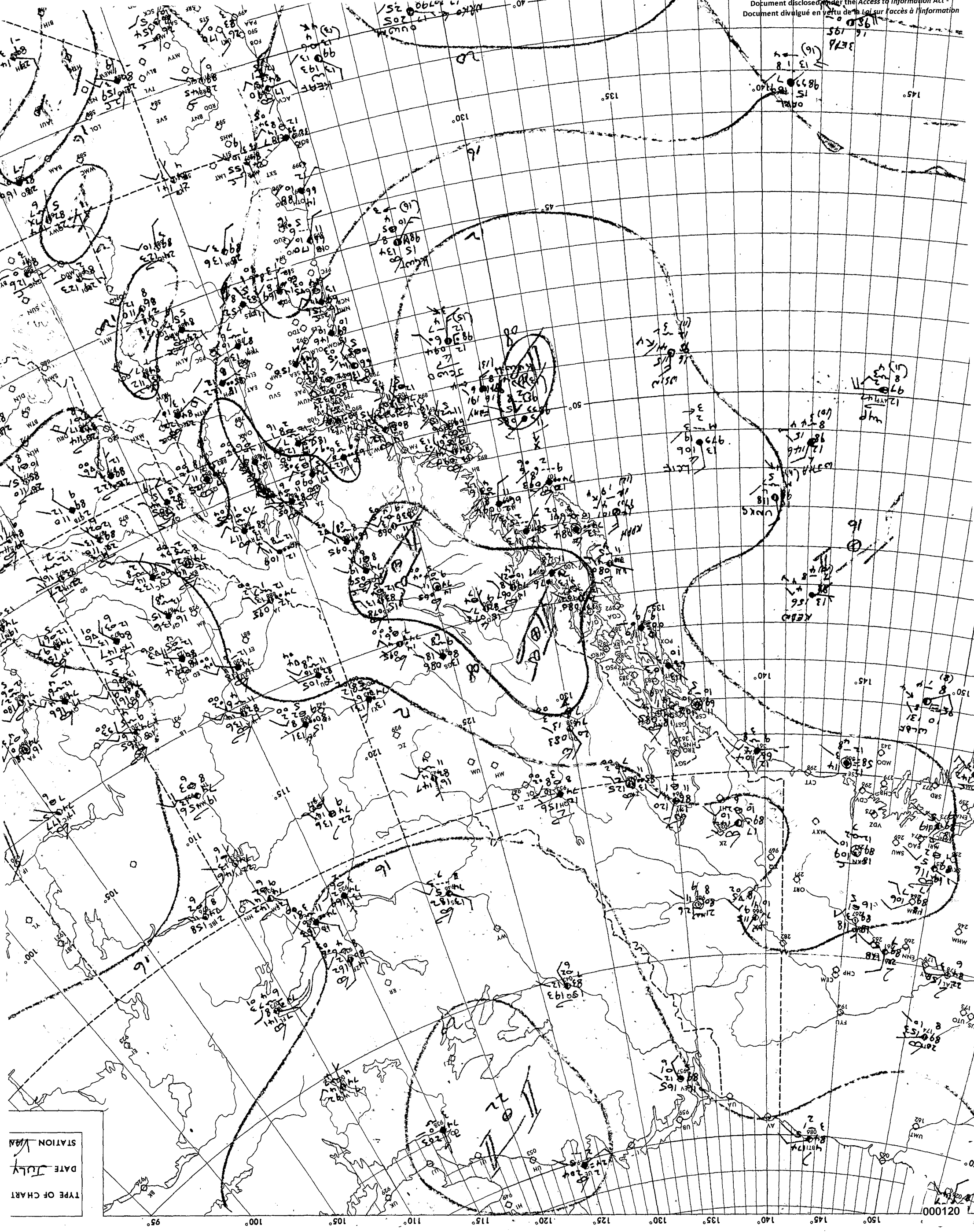
ICG. LGT OCNL MDT ICGIC. FRLVL 80-90

TURBC. LGT TURBC VCNTY TCU

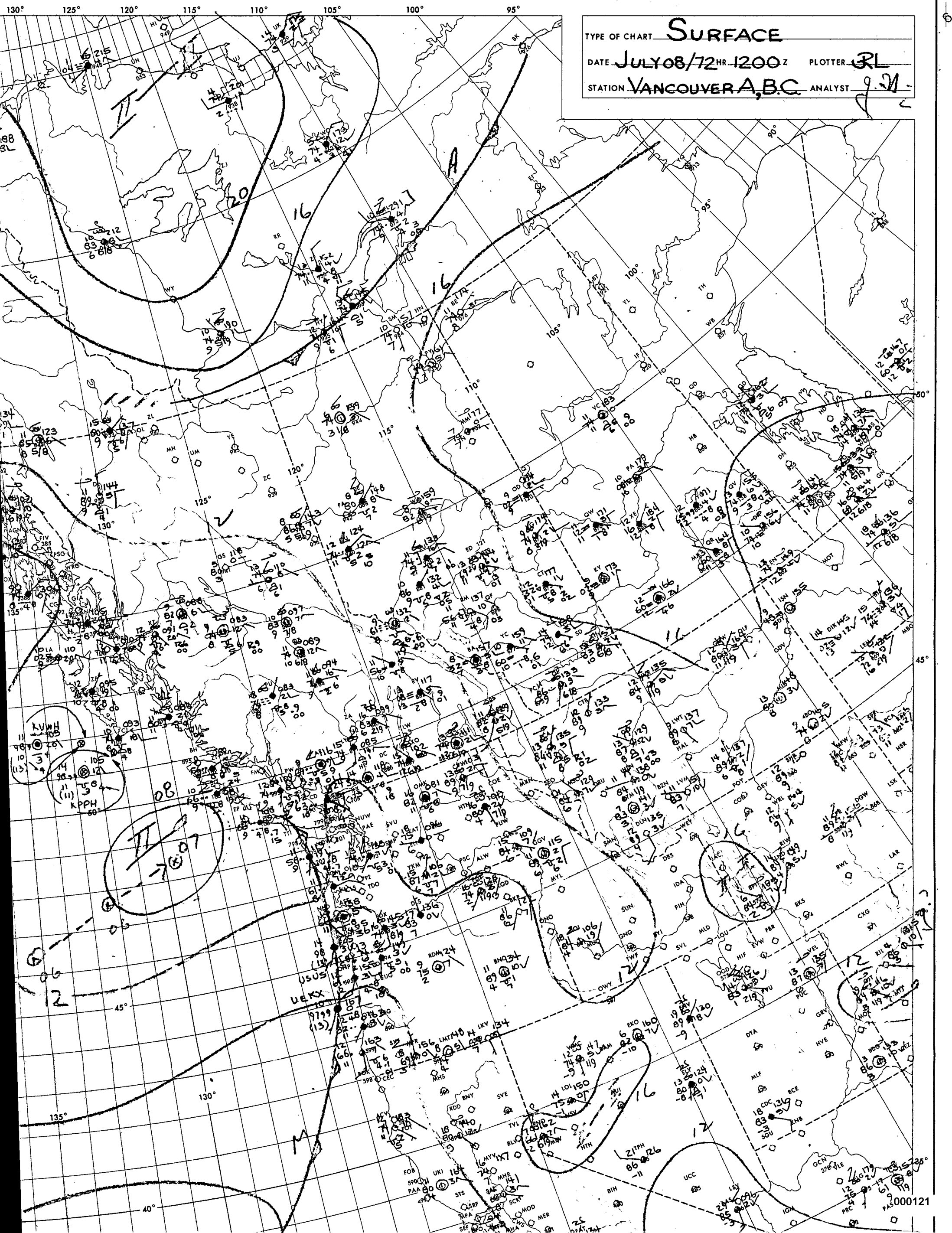
135° 130° 125° 120° 115° 110° 105° 100° 95°

TYPE OF CHART	SURFACE		
DATE	JULY 8/72	HR	1800 Z
STATION	VANCOUVER "A" B.C.	ANALYST	KL
PLOTTER	[Signature]		





STATION 14A  
DATE July  
TYPE OF CHART



TYPE OF CHART **SURFACE**  
DATE **JULY 08/72** HR **1200 Z** PLOTTER **RL**  
STATION **VANCOUVER A, B.C.** ANALYST **J. V.**



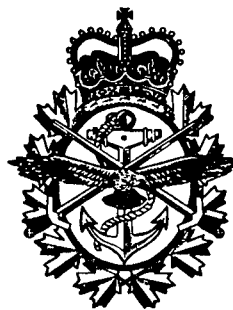


STATION  
DATE  
TYPE OF CHART

# **SPECIAL REPORT**

## **SAR OPERATION**

**GANT**



**VICTORIA**

**RESCUE CO-ORDINATION CENTRE**

**MARITIME FORCES PACIFIC**

SEARCH AND RESCUE SPECIAL REPORT

SAR " GANT "

VICTORIA SRR

PART I

DATE 25 Jul 19 72

1. CATEGORY DISTRESS AIR X DISTRESS MARINE

2. INITIAL ALERT RCC ALERTED 2034 Z ( 1334 ) 8 Jul 72  
TIME LOCAL DAY MONTH YEAR

BY Edmonton ACC

3. SEARCH OBJECT

a. NAME, REGISTRATION AND OWNER Cessna 421, CF-XWI, Western Construction  
& Lumber Co., Edmonton, Alta.

b. CANADIAN X UNITED STATES OTHER  
MILITARY PRIVATE COMMERCIAL X

AIR

SINGLE ENGINE PISTON X AIRCRAFT X  
TWIN ENGINE X JET  
MULTI ENGINE TURBO PROP FLYING BOAT

MARINE

POWERED PLEASURE TUG  
UNPOWERED FISHING TANKER  
AUXILIARY POWER CARGO LINER  
SAIL FERRY OTHER

c. COLOUR AND MARKINGS Gold, white and brown

d. CONFIGURATION WHEELS X SKIS  
FLOATS SKIDS  
OTHER

e. FUEL ENDURANCE - DAYS 4 HOURS 30 MINS

f. PROPOSED ROUTE FROM Edmonton, Alta 53.34 N 113.31 W  
NAME LAT LONG  
TO Dawson Creek, BC 55.44 N 120.11 W  
NAME LAT LONG  
VIA Chetwynd, 55.41N 121.37W



5. ESTIMATED TIME ENROUTE - DAYS 4 HOURS 00 MINS

h. DEPARTURE TIME 1427 Z (0727 ) 8 Jul 72  
TIME LOCAL DAY MONTH YEAR

ESTIMATED ACTUAL X  
08

j. ESTIMATED TIME OF ARRIVAL DESTINATION 0100 Z ( 1800 ) 9  
(ASSUMED TO BE EDMONTON) TIME LOCAL DAY  
Jul 72  
MONTH YEAR

k. LAST KNOWN POSITION Dawson Creek 55.44 N 120.11 W  
NAME LAT LONG  
1550 Z ( 0850 ) 8 Jul 72  
TIME LOCAL DAY MONTH YEAR

4. FLIGHT/VOYAGE INFORMATION

a. FLIGHT PLAN VFR X IFR NO  
FLIGHT NOTIFICATION YES NO  
FLIGHT PLAN/NOTIFICATION REQUIRED? YES X NO

b. PURPOSE OF FLIGHT OR VOYAGE Survey trip

c. TOTAL NUMBER OF PEOPLE ON BOARD CRAFT Six

d. NAME OF CAPTAIN, PILOT, MASTER OR MISSING PERSON(S) Douglas Gant,  
Edmonton, Alta

e. NUMBER AND NAMES OF CREW N/A

f. NUMBER AND NAMES OF PASSENGERS Five - John Marshall, Gordon D. Morrison,  
Morris Guddard, Charles Lilley, Ashley Barton

5. RADIO/NAV AIDS

HF		SIF		RADIO COMPASS	
VHF	X	VOR		DOPPLER	
UHF		DME		RADAR ALT	
RX ONLY		RADAR		RADIO ALT	
TX ONLY		ASTRO		TACAN	
TX AND RX		LORAN		DECCA	
OTHER					

## C. SAFETY AND EMERGENCY EQUIPMENT

FUEL	_____	DINGHY	_____	FOOD - FRESH	_____
FLARES	_____	LIFEBOATS	_____	EMERGENCY	X
SHELTER	X	RAFT	_____	NO. DAYS RATIONS	_____
AXE	_____	LIFE-PRESERVER	_____	CPI(ADR)-FIXED	X
FIREARMS	X	LIFEBUOYS	_____	-AIRFOIL	_____
SLEEPING BAGS	_____	EMERGENCY RADIO	_____	PARACHUTES (QTY)	_____
CLOTHING	_____	MEDICAL KIT	_____	SIGNAL DEVICES	_____
OTHER Fishing kit, tent					

## PART II

### 7. SEARCH ORGANIZATION

a. SEARCHMASTER Duty RCC SAR Coordinator

NUMBER	RANK	INITIALS	NAME
--------	------	----------	------

b. ASSISTANT SEARCHMASTER N/A

NUMBER	RANK	INITIALS	NAME
--------	------	----------	------

c. SEARCH HQ Victoria RCC

d. BASES OF OPERATION Prince George & Dawson Creek, BC

### 8. DETAILS OF FLIGHT/VOYAGE

(CAPTAIN'S QUALIFICATIONS, ENROUTE FORECAST WX, TERMINAL FORECASTS, ACTUAL WX IF SIGNIFICANT DEVIATION FROM FORECAST, CONDITIONS AND POSITION REPORTS ETC)

- a. CF-WXI departed Edmonton at 081427Z Jul on a flight to Chetwynd via Dawson Creek returning Dawson Creek and refuelling at Chetwynd. Pilot was to pick up a Mr. Wallace of Western Construction at Chetwynd before proceeding back to Dawson Creek. LKP of CF-WXI was over Dawson Creek airport at 1550Z.
- b. WX at Dawson Creek at 1500Z was estimated ceiling of 10,000 overcast with scattered cloud at 2,100 and 9,000, visibility was over 15 miles. By 1700Z it had deteriorated to a balloon ceiling of 2,100 broken with scattered cloud at 600 and 1000, visibility over 15 miles in very light rainshowers. By 1700Z Mackenzie, west of Chetwynd, was reporting an estimated ceiling of 4,000 with scattered cloud at 3,000, visibility over 15 miles. By 2100Z the general WX picture appeared to be balloon ceiling 900 broken, scattered at 500 and overcast at 7,000, visibility down to 2½ miles in light rainshowers.

### 9. RESCUE COORDINATION CENTRE ACTION

- a. At 082034Z Jul 72, Edmonton ACC reported CF-WXI technically overdue on an airfile from Dawson Creek originated at 081427Z. It was assumed pilot's closure time of 090100Z was for final destination of Edmonton, but CF-WXI had never arrived at Chetwynd. Details were sketchy and RCC requested an amplified report.
- b. The amplified report received by RCC at 2105Z was obtained from the company at Edmonton by Edmonton ACC and indicated the possibility of the pilot following the Sukunka River to a company mining site on the river at 55.18N 121.55W but, whether these additional locations were to be visited before or after landing at Chetwynd, was never established.

1000000000

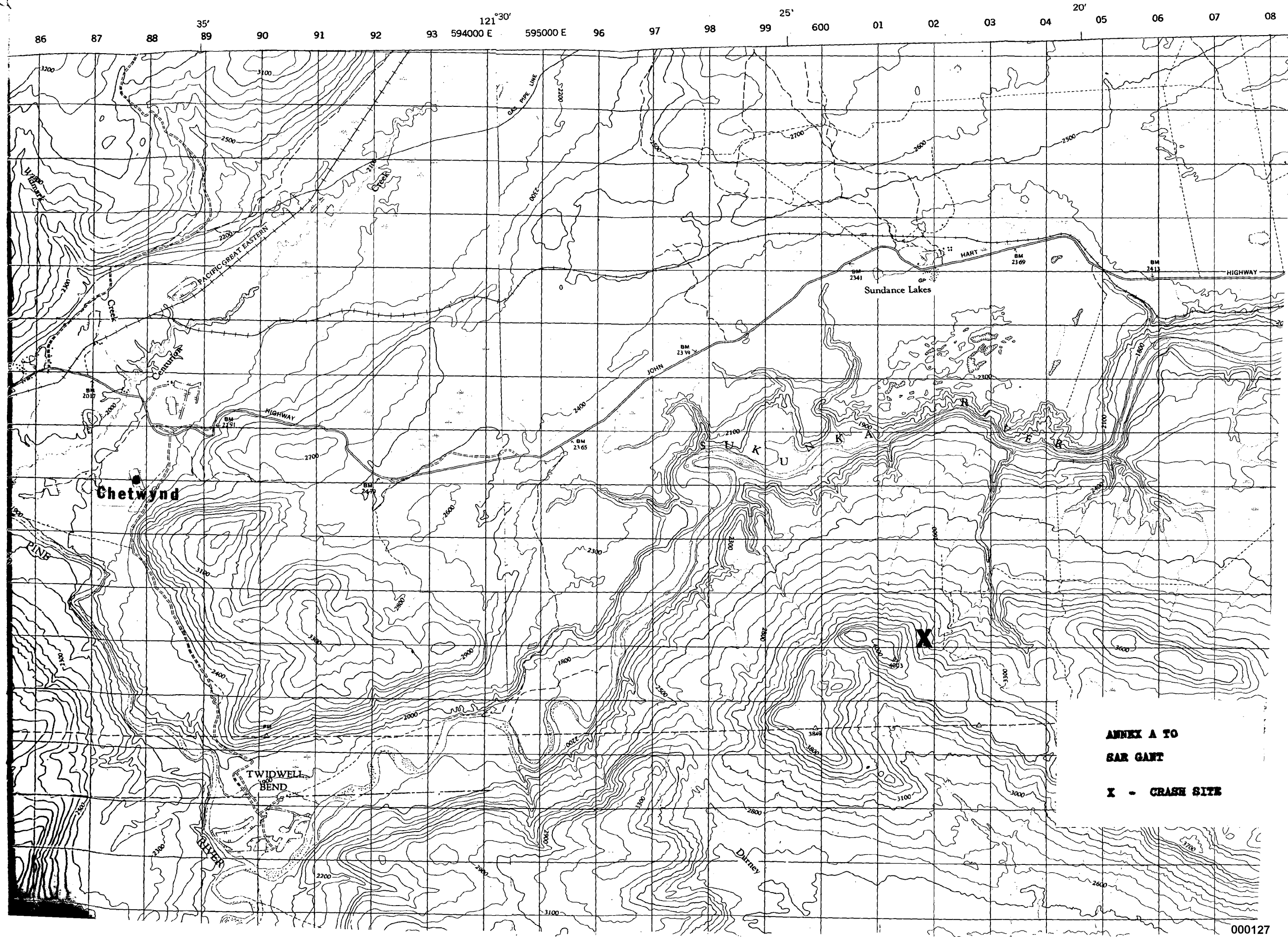
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1000000000

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1000000000



ANNEX A TO  
SAR GANT  
X - CRASH SITE

ANNEX B TO  
SAR GANT

AIRCRAFT PARTICIPANTS

<u>UNIT</u>	<u>AIRCRAFT</u>	<u>SEARCH</u>	<u>TRANSIT</u>	<u>TOTAL</u>	<u>ELECTRONIC</u>
442 T&R Sqn Comox	Buffalo 458	2.5	4.7	7.2	2.5
	Labrador 304	8.7	4.5	13.2	
440 T&R Sqn Edmonton	<u>Twin Otter 806</u>	<u>2.3</u>	<u>11.6</u>	<u>13.9</u>	<u>—</u>
TOTALS	<u>3 Aircraft</u>	<u>13.5</u>	<u>20.8</u>	<u>34.3</u>	<u>2.5</u>





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RCC Halifax	1
RCC Trenton	1
RCC Edmonton	1
442 T&R Sqn Comox	1
413 T&R Sqn Summerside	1
424 T&R Sqn Edmonton	1
STS Lancaster Park	1
MOT HQ Ottawa/CARO	1
Regional Director of Air Services Vancouver	5
MOT WCAI Edmonton	1
MOT CCAI Winnipeg	1
MOT OCAI Toronto	1
MOT QCAI Montreal	1
MOT ACAI Moncton	1
RCMP Sub Division Prince George	1
RCMP Detachment Dawson Creek	1
Vancouver ACC	1
BC Aviation Council	2
Spares	10
Edmonton ACC	1



## Statement of Fred E. Cox of Lone Prairie B.C.

On Saturday morning, the 8<sup>th</sup> July 1972 my wife & I were sitting having coffee in our kitchen & between the time was between 0900 and 0930 AM, when we heard what sounded like a low flying aircraft which by the sound, I would definitely say it was a twin engine aircraft. As this location is very quiet most of the time, whenever we hear a motor we immediately listen closely to attempt to identify it. It sounded really low as though it was buzzing the house, as I listened it seemed to be making a semi circle route just north of the house and was passing from East to West. We heard the aircraft for approx 40 to 50 secs. in which time I would say that the engines were working well. It was a good solid roar.

The weather at the time was poor there cloud was overcast, quite low, I would estimate about 800 ft above ground as the tops of the hills just to our north were at the cloud base. Also it was raining at the time. Not a drizzle the wind was calm and under the cloud the visibility was approx 8 to 10 miles.

Witnessed by

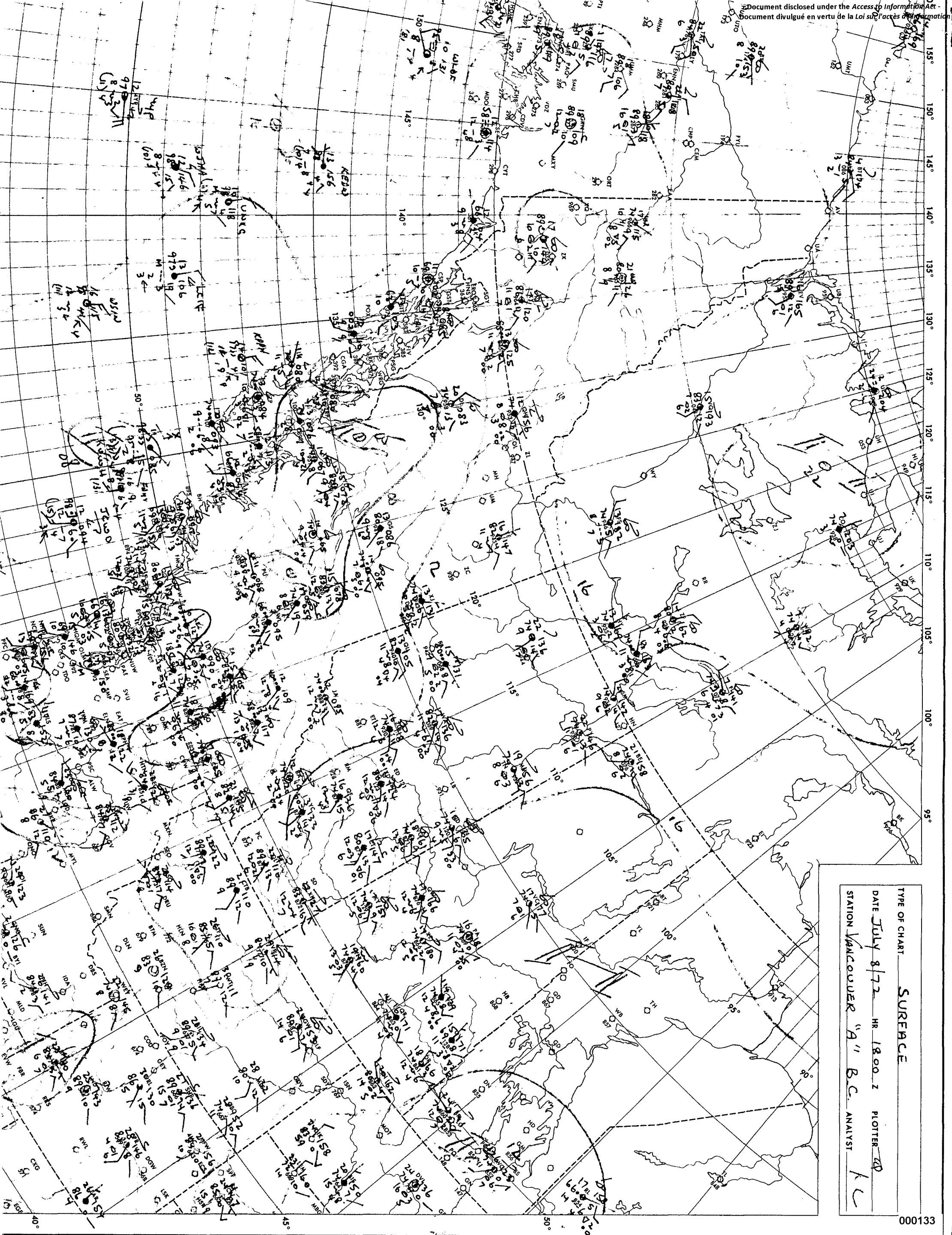
*[Signature]*

Signed by  
Fred E. Cox

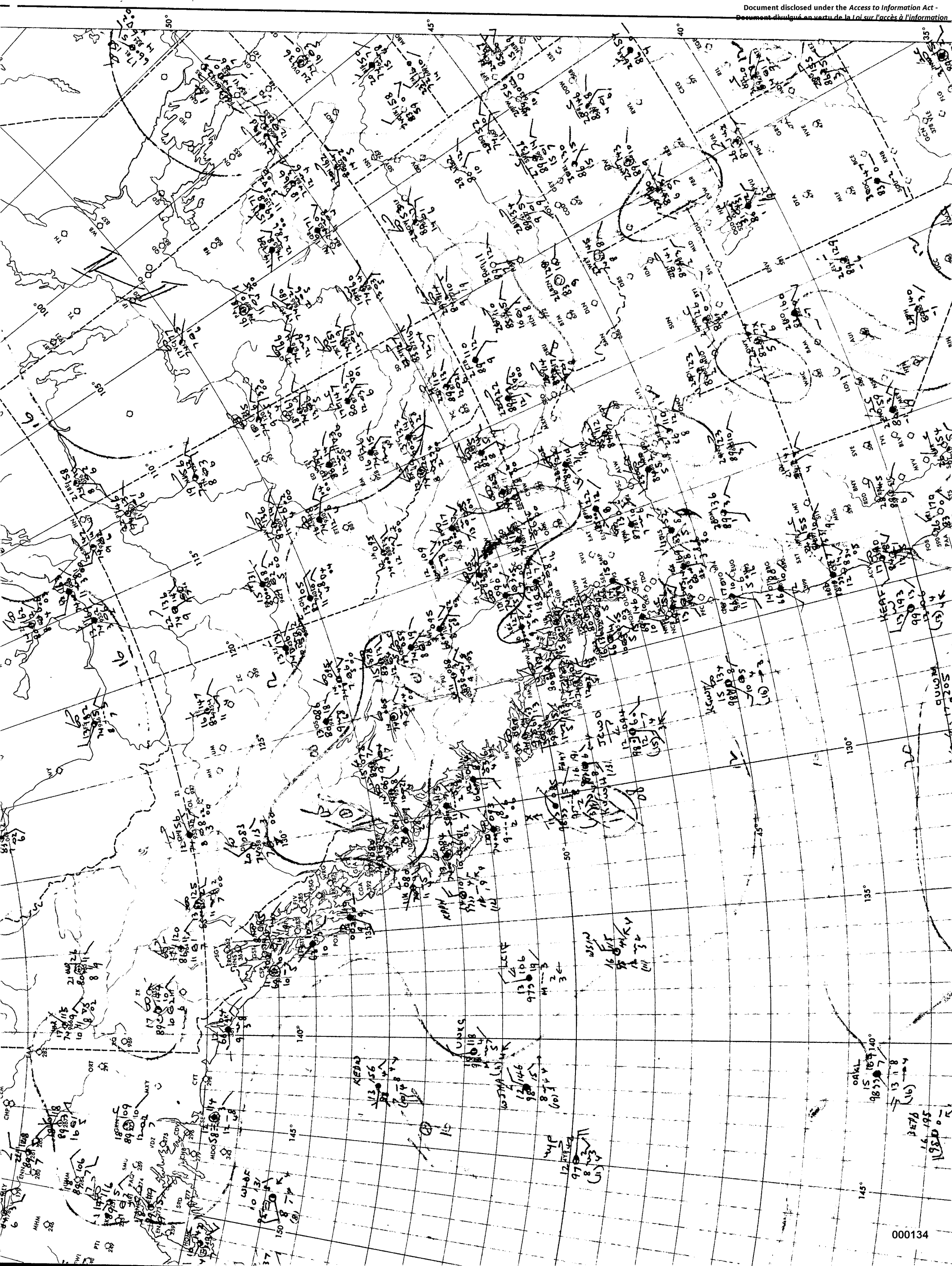
Question:- What were your immediate actions on hearing the aircraft.

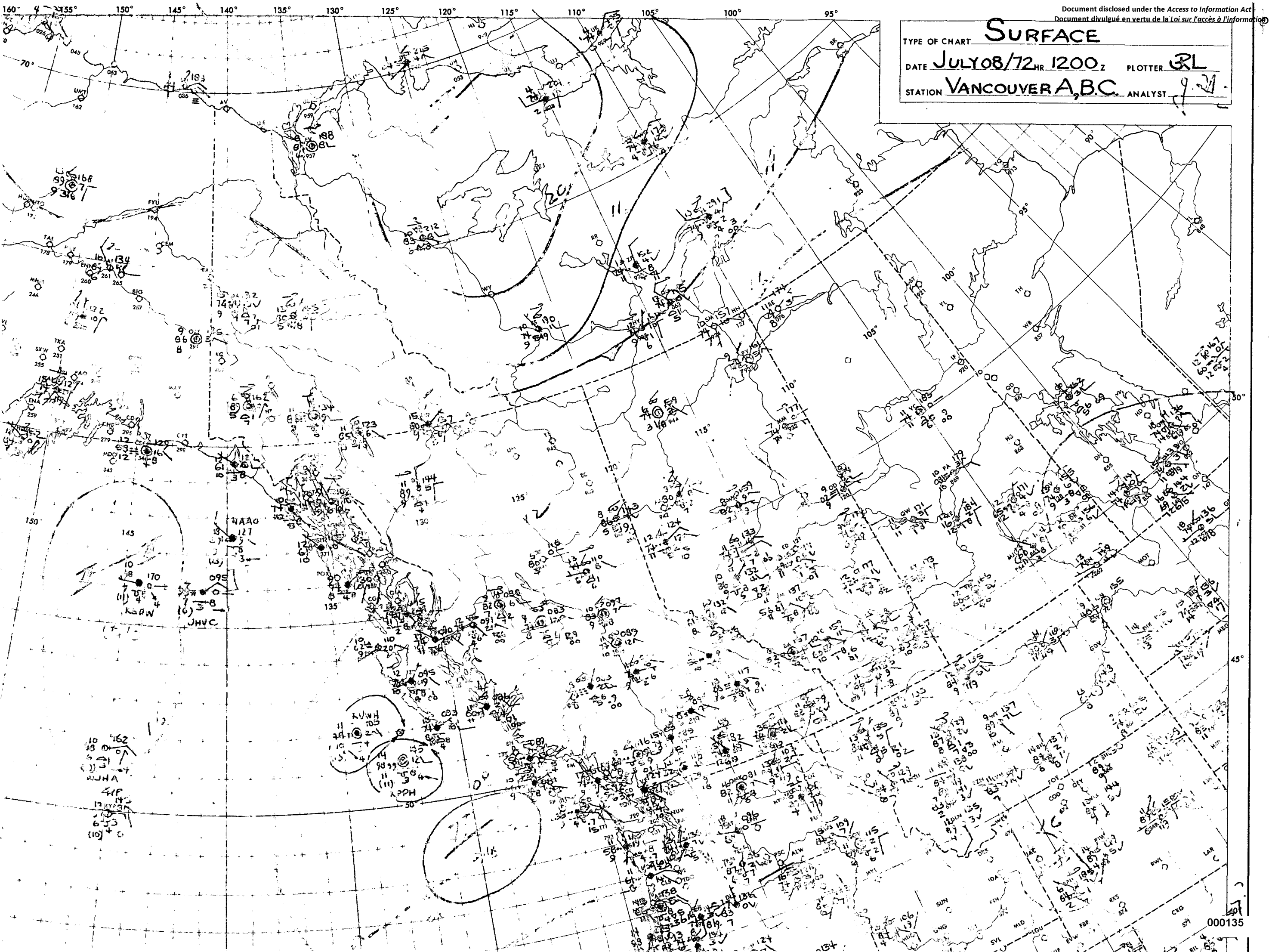
Answer:- I immediately went to the kitchen window and looked out in the direction that the sound was coming from however I saw nothing



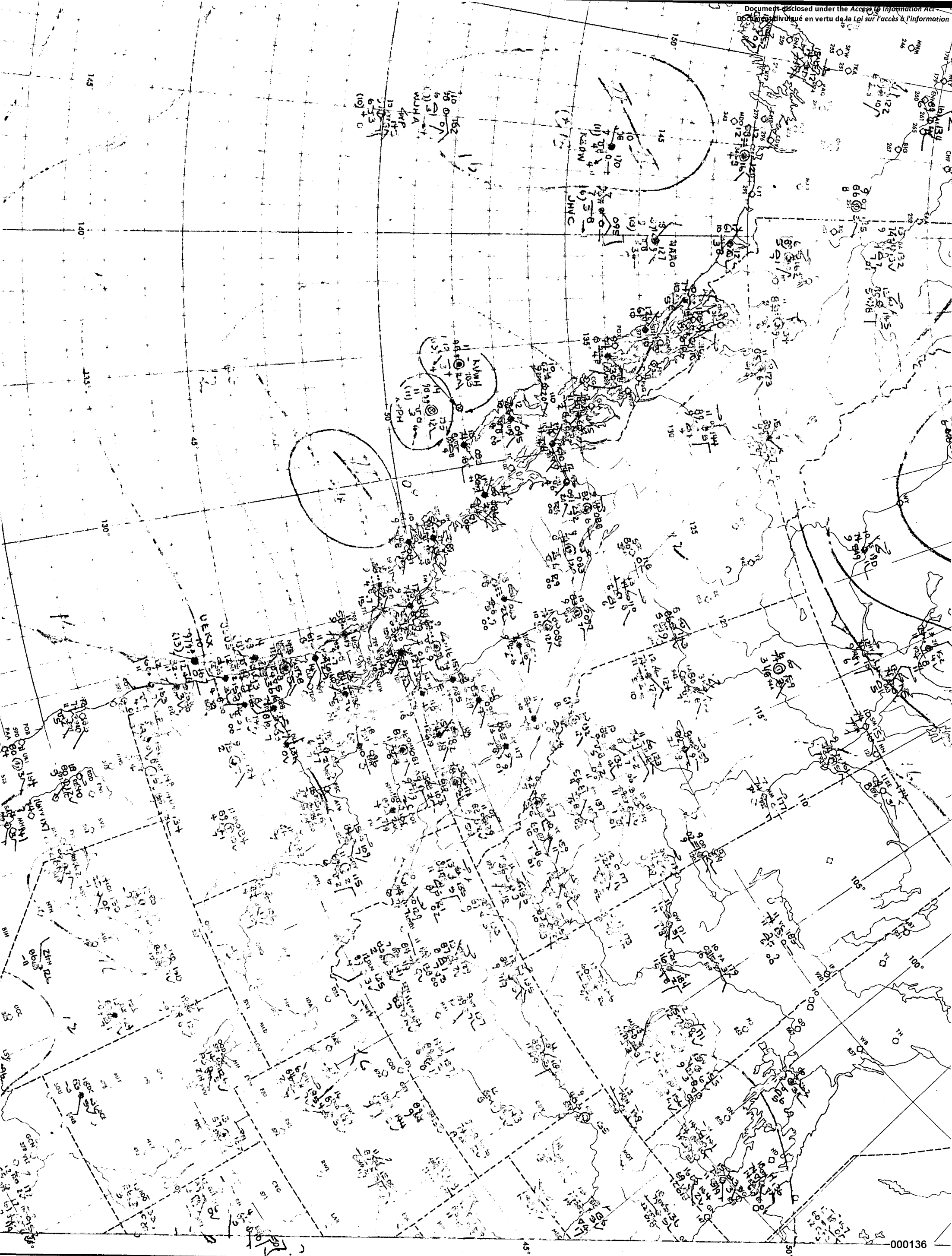


TYPE OF CHART SURFACE  
DATE July 8/72 HR 1800 Z PLOTTER LD  
STATION Vancouver "A" B.C. ANALYST KL





TYPE OF CHART **SURFACE**  
DATE **JULY 08/72** HR **1200** Z PLOTTER **RL**  
STATION **VANCOUVER A, B.C.** ANALYST **J. V.**

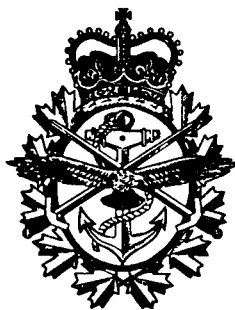




# **SPECIAL REPORT**

## **SAR OPERATION**

**GANT**



**VICTORIA**

**RESCUE CO-ORDINATION CENTRE**

**MARITIME FORCES PACIFIC**

# SEARCH AND RESCUE SPECIAL REPORT

SAR " GANT "

VICTORIA SRR

## PART I

DATE 25 Jul 19 72

1. CATEGORY DISTRESS AIR X DISTRESS MARINE  
2. INITIAL ALERT RCC ALERTED 2034 Z (1334) 8 Jul 72  
TIME LOCAL DAY MONTH YEAR  
BY Edmonton ACC

## 3. SEARCH OBJECT

a. NAME, REGISTRATION AND OWNER Cessna 421, CF-XWI, Western Construction  
& Lumber Co., Edmonton, Alta.

b. CANADIAN X UNITED STATES OTHER  
MILITARY PRIVATE COMMERCIAL X

### AIR

SINGLE ENGINE PISTON X AIRCRAFT X  
TWIN ENGINE X JET  
MULTI ENGINE TURBO PROP FLYING BOAT

### MARINE

POWERED PLEASURE TUG  
UNPOWERED FISHING TANKER  
AUXILIARY POWER CARGO LINER  
SAIL FERRY OTHER

c. COLOUR AND MARKINGS Gold, white and brown

d. CONFIGURATION WHEELS X SKIS  
FLOATS SKIDS  
OTHER

e. FUEL ENDURANCE - DAYS 4 HOURS 30 MINS

f. PROPOSED ROUTE FROM Edmonton, Alta 53.34 N 113.31 W  
NAME LAT LONG  
TO Dawson Creek, BC 55.44 N 120.11 W  
NAME LAT LONG  
VIA Chetwynd, 55.41N 121.37W

g. ESTIMATED TIME ENROUTE - DAYS 4 HOURS 00 MINS

h. DEPARTURE TIME 1427 Z (0727 ) 8 Jul 72  
TIME LOCAL DAY MONTH YEAR

ESTIMATED ACTUAL X  
08

j. ESTIMATED TIME OF ARRIVAL DESTINATION 0100 Z ( 1800 ) 9  
(ASSUMED TO BE EDMONTON) TIME LOCAL DAY  
Jul 72  
MONTH YEAR

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NAME LAT LONG  
1550 Z ( 0850 ) 8 Jul 72  
TIME LOCAL DAY MONTH YEAR

4. FLIGHT/VOYAGE INFORMATION

a. FLIGHT PLAN VPR X IFR NO  
FLIGHT NOTIFICATION YES NO  
FLIGHT PLAN/NOTIFICATION REQUIRED? YES X NO

b. PURPOSE OF FLIGHT OR VOYAGE Survey trip

c. TOTAL NUMBER OF PEOPLE ON BOARD CRAFT Six

d. NAME OF CAPTAIN, PILOT, MASTER OR MISSING PERSON(S) Douglas Gant,  
Edmonton, Alta

e. NUMBER AND NAMES OF CREW N/A

f. NUMBER AND NAMES OF PASSENGERS Five - John Marshall, Gordon D. Morrison,  
Morris Guddard, Charles Lilley, Ashley Barton

5. RADIO/NAV AIDS

HF SIF RADIO COMPASS  
VHF X VOR DOPPLER  
UHF DME RADAR ALT  
RX ONLY RADAR RADIO ALT  
TX ONLY ASTRO TACAN  
TX AND RX LORAN DECCA  
OTHER

SAFETY AND EMERGENCY EQUIPMENT

FUEL	_____	DINGHY	_____	FOOD - FRESH	_____
FLARES	_____	LIFEBOATS	_____	EMERGENCY	X
SHELTER	X	RAFT	_____	NO. DAYS RATIONS	_____
AXE	_____	LIFE-PRESERVER	_____	CPI(ADR)-FIXED	X
FIREARMS	X	LIFEBUOYS	_____	-AIRFOIL	_____
SLEEPING BAGS	_____	EMERGENCY RADIO	_____	PARACHUTES (QTY)	_____
CLOTHING	_____	MEDICAL KIT	_____	SIGNAL DEVICES	_____
OTHER	Fishing kit, tent				

PART II

7. SEARCH ORGANIZATION

a. SEARCHMASTER Duty RCC SAR Coordinator

NUMBER	RANK	INITIALS	NAME
N/A			

b. ASSISTANT SEARCHMASTER

NUMBER	RANK	INITIALS	NAME
N/A			

c. SEARCH HQ Victoria RCC

d. BASES OF OPERATION Prince George & Dawson Creek, BC

8. DETAILS OF FLIGHT/VOYAGE

(CAPTAIN'S QUALIFICATIONS, ENROUTE FORECAST WX, TERMINAL FORECASTS, ACTUAL WX IF SIGNIFICANT DEVIATION FROM FORECAST, CONDITIONS AND POSITION REPORTS ETC)

- a. CF-WXI departed Edmonton at 081427Z Jul on a flight to Chetwynd via Dawson Creek returning Dawson Creek and refuelling at Chetwynd. Pilot was to pick up a Mr. Wallace of Western Construction at Chetwynd before proceeding back to Dawson Creek. LKP of CF-WXI was over Dawson Creek airport at 1550Z.
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9. RESCUE COORDINATION CENTRE ACTION

- a. At 082034Z Jul 72, Edmonton ACC reported CF-WXI technically overdue on an airfile from Dawson Creek originated at 081427Z. It was assumed pilot's closure time of 090100Z was for final destination of Edmonton, but CF-WXI had never arrived at Chetwynd. Details were sketchy and RCC requested an amplified report.
- b. The amplified report received by RCC at 2105Z was obtained from the company at Edmonton by Edmonton ACC and indicated the possibility of the pilot following the Sukunka River to a company mining site on the river at 55.18N 121.55W but, whether these additional locations were to be visited before or after landing at Chetwynd, was never established.



# RESCUE COORDINATION CENTRE ACTION (CONT'D)

## CONCLUSIONS

c. At 2145Z Edmonton RCC was contacted for assistance due to lack of local resources as a result of SAR McCrea in progress north of Mayo. Labrador 304, enroute to Smithers in support to SAR McCrea, was contacted and directed to proceed. Edmonton RCC promised a Twin Otter.

d. At 2205Z the 442 Duty Officer was briefed that Labrador 304 had been contacted by RCC on 5718 KHz and would be briefed by phone on the ground at Smithers.

e. At 2303Z Labrador 304 departed Smithers for area.

f. At 2305Z RCC relayed search area for 440 Sqn Twin Otter 806 enroute from Namao.

g. Buffalo 458, previously unserviceable at Smithers, departed for search area at 090108Z.

The

## 10. SEARCH OPERATIONS

a. At 090150Z radio contact was established with Buffalo 458, Labrador 304 and Twin Otter 806. The Twin Otter had commenced track crawl.

b. At 0225Z the Twin Otter aborted track crawl due WX and returned to Dawson Creek. At 0237Z the Buffalo aborted to Prince George due WX.

c. At 0243Z the Labrador landed at Chetwynd and picked up company representative.

d. At 0435Z the Buffalo departed Prince George on night electronic search and, at 0508Z, picked up initial CPI contact.

e. At 0650Z the Buffalo reported crash position at 55.39.05N 121.23W, no visual confirmation due darkness and cloud.

f. At 091300Z the Labrador homed to crash site and reported nil survivors. Crash located on side of heavily wooded hill at the head of a stream running northward into the Sukunka River.

## 11. RECOVERY OPERATIONS

Labrador 304 recovered six bodies on the morning of 10 Jul and turned them over to the RCMP at Dawson Creek.

## 12. TERMINATION

a. AUTHORITY	Crash located	DATE	9 Jul 72
b. NO. OF PEOPLE ON BOARD CRAFT	Six		
c. NO. OF SURVIVORS			
d. NO. OF FATALITIES	Six		
e. NO. NOT LOCATED			
f. LOCATION OF WRECKAGE	55.39	N	121.23 W

## 13. ACKNOWLEDGEMENTS

The assistance provided by 440 Sqn is acknowledged and appreciated.

#### 14. CONCLUSIONS

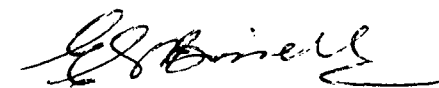
That the aircraft inadvertently struck the ground, apparently while turning and descending, probably as a result of the pilot attempting to maintain VFR or attempting to regain VFR conditions.



E.G. Bissell  
Major  
SSO RCC

#### 15. RECOMMENDATIONS

That wide publicity again be given among the flying community to emphasize the dangers of continuing flight into deteriorating weather.



E.G. Bissell  
Major  
SSO RCC

#### 16. RCC REMARKS

The benefits of a Crash Position Indicator or ELT is certainly highlighted in this incident. CF-XWI was equipped with a Garrett Fixed Tail Mounted C.P.I. which activated on impact. Also of significance is the fact that the beacon was never found by the MOT investigating team, and had ceased to transmit by the day following visual discovery of the crash site. It is also most rewarding to know that, in this case, the crash site location determined during the night electronic search was within  $\frac{1}{2}$  mile of the actual site confirmed the following morning.




E.G. Bissell  
Major  
SSO RCC

#### 17. BASE COMMANDER'S REMARKS

N/A.

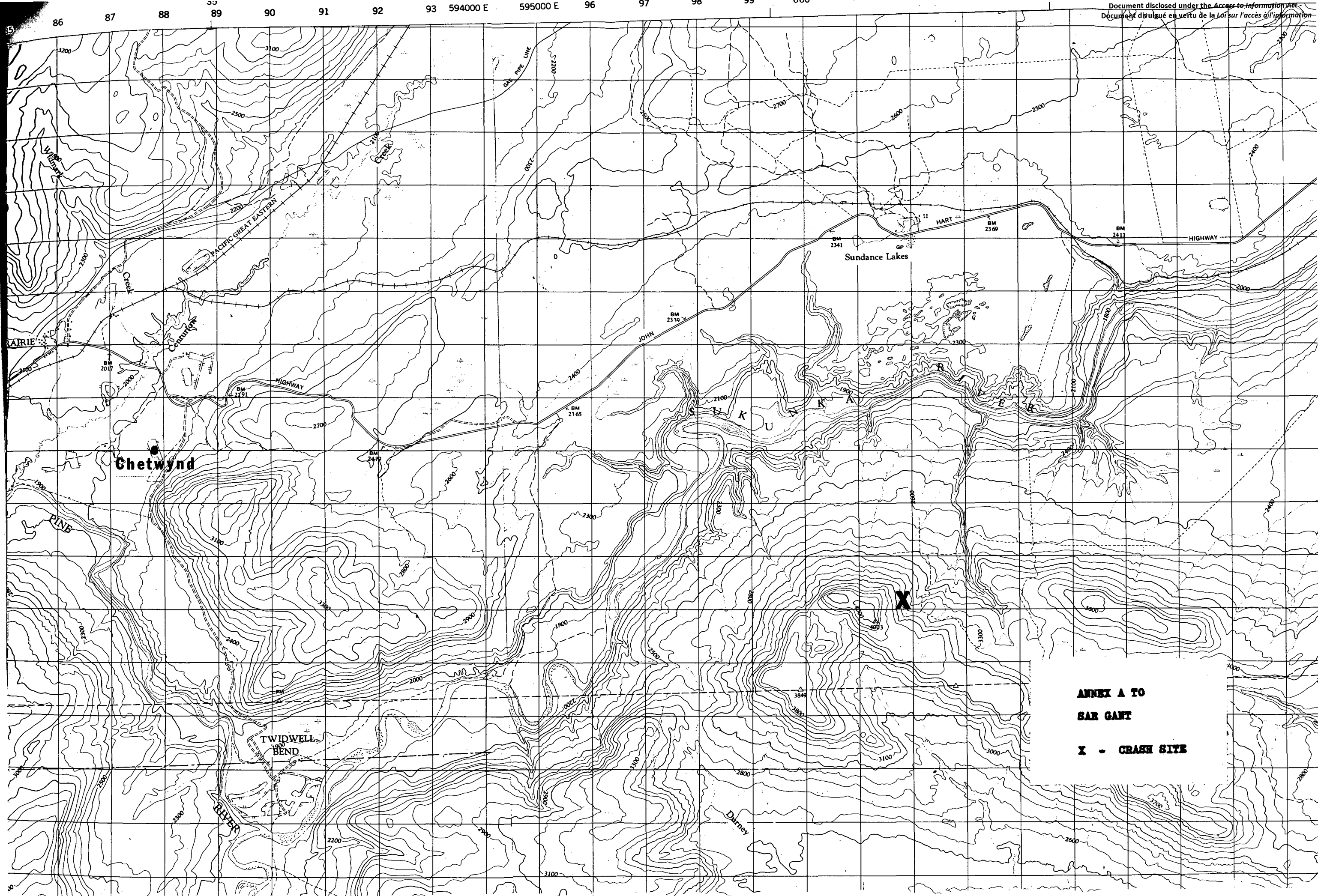
#### 18. COMMAND REMARKS



7/605 005

#### 19. APPENDICES

- Annex A - Search Coverage
- Annex B - Aircraft Participants
- Annex C - Pictures



ANNEX A TO  
SAR GANT  
X - CRASH SITE

ANNEX B TO  
SAR GANT

AIRCRAFT PARTICIPANTS

<u>UNIT</u>	<u>AIRCRAFT</u>	<u>SEARCH</u>	<u>TRANSIT</u>	<u>TOTAL</u>	<u>ELECTRONIC</u>
442 T&R Sqn Comox	Buffalo 458	2.5	4.7	7.2	2.5
	Labrador 304	8.7	4.5	13.2	
440 T&R Sqn Edmonton	Twin Otter 806	2.3	11.6	13.9	—
<u>TOTALS</u>	<u>3 Aircraft</u>	<u>13.5</u>	<u>20.8</u>	<u>34.3</u>	<u>2.5</u>







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RCC Trenton	1
RCC Edmonton	1
442 T&R Sqn Comox	1
413 T&R Sqn Summerside	1
424 T&R Sqn Edmonton	1
STS Lancaster Park	1
MOT HQ Ottawa/CARO	1
Regional Director of Air Services Vancouver	5
MOT WCAI Edmonton	1
MOT CCAI Winnipeg	1
MOT OCAI Toronto	1
MOT QCAI Montreal	1
MOT ACAI Moncton	1
RCMP Sub Division Prince George	1
RCMP Detachment Dawson Creek	1
Vancouver ACC	1
BC Aviation Council	2
Spares	10
Edmonton ACC	1

MEMORANDUM

GOVERNMENT OF CANADA



NOTE DE SERVICE

GOUVERNEMENT DU CANADA

50418 JAN 15 73

FROM  
DE

A/OIC  
WO1 VR

TO  
A

PMBW for PCAI

SUBJECT  
SUJET

AIRCRAFT ACCIDENT  
CESSNA 421  
JULY 8, 1972  
Near Chetwynd, B. C.

SECURITY - CLASSIFICATION - DE SÉCURITÉ

OUR FILE - N/RÉFÉRENCE

5002-1

YOUR FILE - V/RÉFÉRENCE

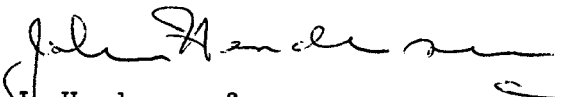
5002-~~701~~ P20043

DATE

January 5, 1973

1. Attached are three copies of the following weather information relative to the above-referenced accident:

- a) Surface weather charts prepared at Vancouver for 08/1200Z and 08/1800Z July 1972,
- b) Aviation weather reports for McKenzie (ZY), Dawson Creek (DQ), Grande Prairie (QU), Fort St. John (XJ) taken at 08/1500Z, 08/1600Z and 08/1700Z. (There are no regular reports available for Hudson Hope),
- c) An area forecast for the Peace River region (FACN 2 CYEG 081130Z) valid 1200-0000Z on July 8, 1972,
- d) Terminal Forecasts;  
McKenzie(ZY) valid 14-23 and 17-05Z, July 8, 1972  
Grande Prairie (QU), Fort St. John (XJ) valid 11-23Z, July 8, 1972. (There are no terminal forecasts issued for Dawson Creek or Hudson Hope).
- e) A short aftercast of probable weather conditions at the time of the accident including a comment on airframe icing.

  
J. Henderson for  
G. H. Muttitt  
Acting Officer-in-Charge  
WEATHER OFFICE, VANCOUVER

JH:cl

Attachments

000148





TO  
A

# MEMORANDUM

CLASSIFICATION

Regional Administrator,  
Pacific Region,  
739 West Hastings Street,  
Vancouver, B.C.

YOUR FILE No.  
Votre dossier

Attention: PSAL

OUR FILE No.  
Notre dossier 5402-8

27324 JUL 28 72

DATE 22 July, 1972.

FROM  
De

Chief,  
Edmonton Area Control Centre.

FOLD

SUBJECT  
Sujet

Accident - CF-XWI - July 08, 1972.

1. As discussed with you by C.W.P. Currie of this Centre, attached are the following documents regarding the fatal accident to CF-XWI on 08 July, 1972.
  - (a) IFR flight plan received via phone.
  - (b) Flight progress strips.
  - (c) Flight notification air filed with Ft. St. John Aeradio Station.
  - (d) Duplicate copy of flight notification requested from Ft. St. John when aircraft went missing.
  - (e) List of passengers on aircraft received from Western Construction.
  - (f) Overdue aircraft report and search action.
  - (g) Overdue aircraft report as passed to Rescue Co-Ordination Centre, Victoria.
  - (h) Transcript of radio conversations with CF-XWI by Edmonton Industrial Tower.
  - (i) Transcript of radio conversations with CF-XWI by Edmonton Area Control Centre.
  - (j) Transcript of Interphone conversations between Edmonton Area Control Centre and Grande Prairie/Ft. St. John Aeradio Stations with respect to CF-XWI.
2. The enclosed documents are photostat copies of original documents and actual transcriptions of air traffic control recordings. Originals and tape records are being retained in Edmonton Centre and Tower. It would be appreciated if you could advise when the tape recordings may be erased and placed back in service.

G. S. Machum,  
Chief,  
Edmonton Area Control Centre.

Encls.

000149

Telephone conversation re: Pre-taxi clearance on CF-XWI.

Edmonton Ground to Edmonton Centre on Circuit 514.

---

Centre - Terminal?

Ground - XWI is taxiing for Runway 11.

Centre - ATC clears XWI to the Dawson Creek Airport via Amber 2.  
Maintain one zero thousand and say again the runway?

Ground - Runway 11.

Centre - Okay, radar release.

\*\*\*

INCIDENT - CF-XWI

Departure from Edmonton Industrial Airport to Dawson Creek on July 8, 1972.

(As requested by Mr. P. Currie, Edmonton Area Control Centre, July 24, 1972).

Time - 1420 Z

XWI - Edmonton Ground, XWI, IFR to Dawson Creek. Taxi clearance.

Ground - XWI is cleared to Runway 11. Wind's 110 at 5 to 10, 2994,  
1420 on the time.

XWI - XWI.

Time 1424 Z

Ground - XWI your clearance.

XWI - XWI go ahead.

Ground - ATC clears XWI Dawson Creek Airport, Amber 2, maintain one zero  
thousand. Over.

XWI - ATC clears XWI to the Dawson Creek Airport via Amber 2, maintain  
ah, one zero thousand.

Ground - XWI the clearance checks. Remain this frequency and advise when  
you're ready.

XWI - XWI is ready.

Ground to Centre on Hotline

Ground - XWI is ready.

Centre - XWI is valid. Left turn or right turn and ah, 119'er decimal 5. HY.

Ground - Okay.

Ground - XWI you can change Tower now 119.1. Your frequency after take-off  
will be 119.5.

XWI - Roger, check.

. . . 2

- 2 -

XWI - Edmonton Tower, XWI position?  
Tower - XWI taxi to position and hold.  
XWI - XWI position and hold.  
Tower - XWI Edmonton, cleared for take-off. Check the 150 climbing out,  
should be turning left shortly.  
XWI - XWI cleared take-off.

Centre to Ground on Hotline

Centre - How's XWI doing?  
Ground - XWI's off 27. ML.  
Centre - Do you know what turn he's going to do?  
Ground - No.  
Centre - Okay, give him to me if you can.  
Ground - Will do.

---

Tower - XWI Edmonton, departure 119.5. Good morning.  
XWI - XWI good morning.

\*\*\*

T R A N S C R I P T I O N

Sector 7C,  
Recorder 4, Track 9,  
July 8, 1972.

1400Z-1423Z

ATC (HY) Terminal

XWI is taxiing for Runway 11.

ATC (HY) ATC clears XWI to the Dawson Creek Airport Amber 2 maintain 10 thousand  
say again the runway.

11

ATC (HY) Ah Runway 11 okay radar release.

Okay (initials)

1424

T R A N S C R I P T I O N

Sector 6B,  
Recorder 4, Track 7,  
July 8, 1972.

1441Z

XWI Edmonton Centre XWI is with you.  
ATC XWI the Whitecourt altimeter 29r89r. Report by Whitecourt this frequency.  
XWI XWI 89

1442 - 1456

XWI Edmonton Centre XWI Whitecourt.  
ATC XWI go ahead.  
XWI Roger we're by Whitecourt at 54 10 thousand Grande Prairie at 35 Dawson Creek next.  
ATC XWI roger the progress radar is terminated at this time the Grande Prairie altimeter 29r84.cleared enroute frequency.  
XWI XWI and 84 cleared enroute.

1457

T R A N S C R I P T I O N

Sector 2, Landlines,  
Recorder 1, Track 5,  
July 8, 1972.

1537

ATC Edmonton  
Grande Prairie XWI  
ATC Go ahead.  
Grande Prairie 34 10 thousand IFR Dawson Creek 53 requesting descent.  
ATC Okay ah - stand by one.  
ATC Okay ATC clears XWI to maintain 6 thousand no delay expected DC.  
ATC clears XWI to maintain 6 thousand no delay expected JH.  
ATC That's correct DC.

1538 - 1545

Edmonton Grande Prairie Radio.  
ATC Go ahead.  
Ah roger XWI 6 thousand requesting further.  
ATC ATC clears XWI to the Dawson Creek Airport for an approach DC.  
And XWI is cleared to the Dawson Creek Airport for an approach JH.

1546 - 1550

ATC Edmonton  
Grande Prairie XWI has cancelled IFR at 47.  
ATC Thanks DC.

1552

1424Z

XWI is ready

ATC (HY) XWI is valid left turn or right turn and ah 119.5 HY  
(initials)

1427

ATC (HY) How's XWI doing?

XWI is off at 27 over.

ATC (HY) You know what turn he's going to do?

No

ATC (HY) Okay give him to me if you can.

Roger

1428

XWI Edmonton Departure XWI is with you squawking 1100 on standby.

ATC (HY) XWI ah roger will you be doing a left or a right turn out?

XWI Ah we'd like a left turn.

ATC (HY) XWI have you started the turn yet?

XWI No sir.

ATC (HY) Okay well make it a right turn then, I have traffic about to depart from  
Namaso that will facilitate his departure straight turn right and squawk  
1100 now then please.

XWI Roger a right turn and 11 normal.

ATC (HY) XWI And XWI Edmonton your radar identified report leaving 7 thousand climbing.

XWI XWI report leaving 7.

ATC (HY) Roger

1434

XWI Edmonton XWI is 7 for 10.

ATC (HY) XWI roger Whitecourt altimeter 2989

XWI 2989 XWI.

1438

ATC (HY) XWI for my information are you in rain showers now?

XWI XWI affirmative.

1441

XWI XWI is level at 10

ATC (HY) XWI is level at 10 contact Centre at 119r7.

XWI XWI Centre.



DEPARTMENT OF TRANSPORT  
AIR TRAFFIC CONTROL  
FLIGHT PLAN

PILOTS: COMPLETE PART 1 ONLY

TYPE OF FLIGHT <input checked="" type="checkbox"/> IFR <input type="checkbox"/> VFR <input type="checkbox"/> DVFR			AIRCRAFT IDENTIFICATION XWI	TYPE OF AIRCRAFT C421/A	TRUE AIR SPEED 210 M.P.H. <input type="checkbox"/> KNOTS <input checked="" type="checkbox"/>	POINT OF DEPARTURE XD
FLIGHT ALTITUDE/LEVEL AND ROUTE 100 A2 DQ						
TIME OF DEPARTURE (GMT) PROPOSED 1425 ACTUAL				EST. ELAPSED TIME 1:50 HOURS & MINS.	ALT. AIRPORT/S XJ	FUEL ON BOARD 4:30 HOURS & MINS.
TYPE OF EMERGENCY RADIO TRANSMITTER, IF CARRIED CPT			NAV. & APPROACH AIDS CAPABILITY VOR <input type="checkbox"/> IFR <input type="checkbox"/> ILS <input checked="" type="checkbox"/> ADF <input checked="" type="checkbox"/> OTHER <input type="checkbox"/>		TOTAL NO. OF PERSONS ON BOARD 5	PILOT'S NAME Gant
NAME AND ADDRESS OF AIRCRAFT OWNER West Coast Box 446 XD						
OTHER INFORMATION (SUCH AS COLOUR OF AIRCRAFT, ETC.) Gold White Brown						

ADCS <input type="checkbox"/>	NUMBER OF U.S. CITIZENS <input type="checkbox"/>	OTHERS <input type="checkbox"/>	PILOT'S LICENSE NO. XDA817	NOTE: AN ARRIVAL REPORT MUST BE FILED
				PILOT'S SIGNATURE

2 FLIGHT PLAN RECEIVED FROM P1425		BY FG		FLIGHT PLAN PASSED TO Z		BY	
DEPARTURE MESSAGE		ARRIVAL MESSAGE					
SENT BY (INITIALS)	TIME	RECEIVED BY (INITIALS)	ARRIVED AT (PLACE)	ARRIVAL TIME (GMT)	SENT BY (INITIALS)	RECEIVED BY (INITIALS)	

XWI C421/A 210	P1425	XD 10 A2 DQ	1425	10J	XD	11	RR	XD
----------------------	-------	-------------	------	-----	----	----	----	----

XWI C421/A 210	P1425	XD 10 A2 DQ	1451	55	10✓	1	Z4
----------------------	-------	-------------	------	----	-----	---	----

XWI C421/A 210	P1425	XD 10 A2 DQ	1532	34	10✓	✓	QU
----------------------	-------	-------------	------	----	-----	---	----

XWI C421/A 210	P1425	XD 10 A2 DQ	1550	10V61	XA	DQ
----------------------	-------	-------------	------	-------	----	----

09/0100 DQ

(XT)

Amplified on DQ

JUL 8

EAJ123 081556

FF CYEGZF

081553 CYXJYF

AIR FILE FLITE NOTE CF XWI C421 GOLD WHITE BROWN WHEELS

CYDQ DI550Z CPI VHF DQ DRCT CHETWYND S/O DRCT DQ WILL

CLOSE WITH CYXJ 090100Z

JUL 8 15 57-72

2040

2040

EA

Rec Action Requested by Co. and  
Mr. Miller from Co is in direct contact  
with YS - lccad

O EAJI 99 082047

FF CYEGZF

082040 CYXJYF

DUPE OF FLITE NOTE

AIR FILE FLIGHT NOTE CF XWI C421 GOLD WHITE BROWN WHEELS  
OVER DQ 1550Z CPI VHF GANT DQ DRCT CHETWYND S/O DRCT DQ  
WILL CLOSE WITH CYXJ AT 090100Z RMKS TAS 210KTS

JUL 8 20 18 27Z

List of passengers on XW1 - Dany Gant - Pilot  
Harold Marshall - Mr. Lilly - Mr. Goddard  
Mr. Burton or Barton - RCC

Mr. Miller request no press release without  
prior advice to Mr. Miller. RCC concurs. *MP*

Mr. Wallace Wiseman rep at Chetwynd  
Room 102 Chetwynd Hotel Ph 788-2276

0 JUN 72 21

3

2206 Z Mr. Miller called & will call YS RCC  
long distance with location of mine *MP*

8 JUL 72 20 59E

OVERDUE AIRCRAFT REPORT

DAY	MONTH	YEAR	A/C IDENT.
08	June	1972	CF XW1

F/N ESTIMATE 070100 Z CHECKED BY SUPERVISOR \_\_\_\_\_ Z  
 ATC ESTIMATE \_\_\_\_\_ Z RSAR \_\_\_\_\_ ADVISED AT \_\_\_\_\_ Z  
 FUEL EXHAUSTED \_\_\_\_\_ Z DIRECTOR OF CIVIL AVIATION ADVISED AT \_\_\_\_\_ Z  
 RCC ADVISED 2040 Z

STATIONS Q'D

XJ	YE	QU	DS	QH	VK	_____	_____	_____	_____
neg	neg	neg	neg	neg	neg	_____	_____	_____	_____

INDICATE ABOVE EACH STATION Q'D AND MARK WHEN ANSWER RECEIVED  
WITH MESSAGE REFERENCE NUMBER

COMMUNICATIONS SEARCH ACTION

DATE & TIME	ACTION TAKEN AND MESSAGE REFERENCE	OPERATOR'S INITIALS
08/2004	Query from Mr Miller on xw1 (1)	SP
082040	Q message on xw1 all neg (2)	
08/2040	RCC Y/T advised.	SP
082100	Rest of psqr from Mr Miller and press request (3)	SP
091339	Message to DCA - OW	SP
091615	XW1 Located 1300Z, crashed.	SP

AEH169

FF CYQUYF CYQUZI CYYEYF CYPEYF CYQHYP

082044 CYEGZR

REQ ANY CONTACT CF XW1 SINCE 081550Z

DATE 08 July 72

OVERDUE AIRCRAFT INITIAL REPORT

ATC EDMONTON RECEIVED REPORT AT ..... Z. RCC ..... ALERTED AT ..... Z  
 ORIGINATED BY *Western Construction Ltd. M. Muller N. 435-6747*  
 FLIGHT PLAN/NOTIFICATION ROUTE *D.O. Sukunka Rd Chetwyned D.O.*  
*Link by Mr Muller... A/c was to circle mine site and go to Chetwyned*  
 AIRCRAFT IDENT. *CF-XW1*. TYPE *C-421*... WHEELS ☒ FLOATS ..... SKIS .....  
 AIRSPEED *210*... FUEL *about 3400*... RADIOS *145*... SARAH OR EMERGENCY RADIO (TYPE  
 AND FREQUENCY) *C.P.1*  
 DEPARTED *over DA 1550*... Z ETE *OP*... ETA *09/0100*... FLIGHT PLAN/NOTIFICATION TO BE  
 CLOSED WITH *X.D.Y.F.*  
 REMARKS ON FLIGHT PLAN/NOTIFICATION .....  
 PILOT *C.A.N.T.*... ADDRESS .....  
 NUMBER OF PASSENGERS *5*... NAMES .....  
 DESCRIPTION OF AIRCRAFT *Gold White Brown*  
 SURVIVAL OR OTHER EQUIPMENT CARRIED .....  
*C.P.1 - Regular survival kit in wing locker no bags*  
*no sleep eng. bags*  
 OWNER OF AIRCRAFT *Western Const Ltd. X.D. Box 446 X.D.*  
 HAS OWNER OF AIRCRAFT BEEN ADVISED *Y.E.P.* (SUGGEST THRU ATCC IF POSSIBLE).....  
*owner initiated search*  
 WEATHER (DEP. POINT) (ENROUTE) (DESTINATION) .....  
 REMARKS *A/c did not arrive Chetwyned Co. requested*  
*RCC action 2030.*

5002-P20043

35414 SEP 21 72



"E" Division  
C.I.B.

YOUR NO. \_\_\_\_\_  
VOTRE N° \_\_\_\_\_

OUR NO. 72E 503-476  
NOTRE N° \_\_\_\_\_

Victoria, B.C.,  
September 19, 1972.

*MAI*

The Regional Superintendent  
of Air Services,  
Civil Aviation,  
Ministry of Transport,  
739 W. Hastings St.,  
VANCOUVER 1, B.C.

Dear Sir:

Re: Douglas Russel GANT (B:2-2-25) 'et al'  
Sudden Death, near Chetwynd, B.C.  
8 July 1972

Attached for your information and attention is our concluding report concerning this matter from Chetwynd dated the 8 September 1972.

Yours truly,

*J. V. Cain*

J. V. Cain, Insp.,  
Asst. C.I.B. Officer.

Encl.

RCMP  
GRC 6880

## ROYAL CANADIAN MOUNTED POLICE - GENDARMERIE ROYALE DU CANADA

OTHER FILE REFERENCES:  
REF. AUTRES DOSSIERS:

DIVISION

"E"

DATE

8 SEP 72

RCMP FILE REFERENCES:  
REF. DOSSIERS GRC:

SUB-DIVISION - SOUS-DIVISION

Prince George

DETACHMENT - DÉTACHEMENT

Chetwynd

72-500-66

72 PC-500-122

PCR: 19-7-72

RE:  
OBJET:Douglas Russel GANT (B. 2-2-25) et al - Sudden Death  
Near Chetwynd, B.C. - 8 JUL 72 (UNORG)

CHETWYND DETACHMENT CASE

PROPERTY OF R.C.M.P. - THIS POLICE REPORT  
IS SUPPLIED TO YOU BY THE R.C.M. POLICE FOR  
INFORMATION OF YOUR DEPARTMENT ONLY. IT IS  
NOT TO BE MADE KNOWN TO ANY OTHER AGENCY  
OR PERSON WITHOUT THE WRITTEN PERMISSION  
OF THE R.C.M.P.Et al - John Howard MARSHALL (B. 4-5-44)  
Gordon Douglas MORRISON (B. 15-5-31)  
Maurice Lesley GODDARD (B. 7-5-40)  
Charles LILLY (B. 5-4-32)  
Ashley Cole BARTON (B. 16-3-44)8 SEP 72

1. Inquiry Reports received advised cause of death due to the following:

GANT - Multiple fracture of skull, chest and liver  
Loss of visceral organs including brainMARSHALL - Multiple severe fractures; skull, chest and limbs  
Ruptured lungs, liver and spleen  
Loss of brainMORRISON - Multiple severe fractures of head, chest, spine  
Loss of brain  
Ruptured lungs, heart, liver and spleenGODDARD - Multiple fractures of skull, chest, pelvis and limbs  
Ruptured lungs, liver, heart, and spleen  
Loss of brainLILLY - Multiple fractures of skull, chest and limbs  
Loss of body organsBARTON - Multiple fractures of chest, skull, limbs  
Ruptured heart, liver and spleen  
Loss of brain

2. Inquiry conducted by Coroner Glen McDONALD and the following opinion submitted:

Deaths classified as accidental due to injuries received as a result of an airplane crash near Chetwynd, B.C.

3. GODDARD, LILLY and BARTON buried at Sydney, N.S.W. Australia.  
GANT buried at Edmonton, Alberta. MARSHALL buried at St. Albert, Alberta,  
and MORRISON buried at Edmonton, Alberta.

CONCLUDED HERE.

(A. W. Pritchett) Sgt.

i/c Detachment.

  
(A.W. Pritchett) 22514.  
Chetwynd Detachment.



# PILOT'S FLYING HISTORY

Name: Douglas Russell Gant  
11736 - 133rd St., Edmonton, Alberta.

License No. XDA 817  
Type A.T.R.

D.O.T. Medical Category A

Where did you learn to fly Davidson, Sask.

When 1943

Where has your flying been principally carried out Canada and U.S.A.

## RATINGS

Airline (ATR)  
Single Engine Land  
Single Engine Sea  
Multi Engine Land  
Multi Engine Sea

Solo or First Pilot Time: (a) Total hours - over 10,000.HRS.

### SINGLE ENGINE

	0-225 H.P.	225-450 H.P.	Over 450 H.P.
Civilian	1,000		
Military	75		
Bush	400	2,000	3,000
Totals	1,475	2,000	3,000

### TWIN ENGINE

	0-1000 H.P.	Over 1000 H.P.	Multi Engine
Civilian	3,000	3,000	
Military	300		300
Bush	1,000		
Totals	4,300	3,000	300

### PILOT'S QUALIFICATIONS FOR SPECIFIED CLASSES

<u>Single Engine</u>					<u>Twin Engine or Multi</u>
	<u>Fixed Gear</u>	<u>Retractable Gear</u>	<u>Skis</u>	<u>Floats</u>	<u>Wheels</u>
Beaver	x	x	x	x	
Otter	x	x	x	x	
Cessna					
310	x	x	x	x	x
Aztec	x	x	x	x	40
Twin Otter	x	x	x	x	100
Aero Comm.	x	x	x	x	60
F27	x	x	x	x	600
Hours in last 12 months					800

PREVIOUS EMPLOYMENT HISTORY

Employers

Shell Canada Ltd.	1956 - 1970	Pilot
Imperial Oil Ltd.	1970	Pilot

Foregoing data as of June 17, 1970



"E" Division  
C.I.B.

27814 AUG 272

YOUR NO. \_\_\_\_\_  
VOTRE N° \_\_\_\_\_

OUR NO. 72E 503-476  
NOTRE N° \_\_\_\_\_

Victoria, B.C.  
1 August, 1972, .....

Regional Superintendent,  
Air Services,  
Civil Aviation,  
Ministry of Transport;  
739 West Hastings St.,  
VANCOUVER 1, B.C.

*CAI*

*5002-P20043*

Dear Sir:

Re: Douglas Russel GANT (B:2 FEB 25)  
'et al' - Sudden Death  
Near Chetwynd, B.C. 8 JUL 72

Attached for your information is a copy of the report received from our Chetwynd Detachment concerning the death of the captionally-noted subjects. A copy of the concluding report will be sent to you when it is received.

Yours truly,

  
G. L. Dalton, Insp.,  
Asst. C.I.B. Officer.

Encs.

## ROYAL CANADIAN MOUNTED POLICE - GENDARMERIE ROYALE DU CANADA

RCMP  
GRC 6880C 237  
REV. 1-4-66

OTHER FILE REFERENCES: REF. AUTRES DOSSIERS:  PCR: First Here	DIVISION "EW"	DATE 19 JUL 72	RCMP FILE REFERENCES: REF. DOSSIERS GRC:  72-500-66
	SUB-DIVISION - SOUS-DIVISION Prince George		
	DETACHMENT - DÉTACHEMENT Chetwynd		

RE: Douglas Russel GANT (B.2-2-25) 'et al' - Sudden Death  
OBJET: Near Chetwynd, B.C. 8-7-72  
CHETWYND DET CASE (UNORG)

'Et al' John Howard MARSHALL (B.4-5-44)  
Gordon Douglas MORRISON (B.15-5-31)  
Maurice Lesley GODDARD (B.7-5-40)  
Charles LILLY (B.5-4-32)  
Ashlay Cole BARTON (B.16-3-44)

8 JUL 72

1. At approximately 9:00 p.m. this date Mrs. R. SHEILDS of Chetwynd, B.C. contacted members of this office and advised that there may be a plane down in our detachment area. SHEILDS stated that Coalition Mining Ltd. had chartered a plane in Edmonton Alta., to fly a number of their company representatives to Chetwynd. SHEILDS advised that we should contact Mr. Graham Rodney WALLACE for further information as to the situation.

2. WALLACE was contacted by the writer as he disembarked from a Search & Rescue Helicopter which landed in Chetwynd at 9:30 p.m. A brief conversation revealed that the captionally noted persons were on board the missing aircraft, which had been chartered from Western Construction Ltd. of Edmonton Alta. The plane itself was described as being a Cessna 421, twin engine type capable of carrying eight passengers, bearing radio call number XWI and being gold, white and brown in color. WALLACE advised that the plane was piloted by the captionally noted GANT an employee of Western Construction and was due into Chetwynd at 10:00 a.m. this date. The plane had apparently checked in with radio control at Ft. St. John, B.C. at 9:00 a.m. as per regulations and hasn't been heard from or contacted since. As a result Search & Rescue officials at CFB Comox were contacted and advised of the above, they immediately dispatched a helicopter and two fixed winged aircraft to this area, and haven't yet located the missing aircraft.

3. WALLACE added three of the captionally noted, GODDARD, LILLY, and BARTON were from Sydney Australia and that the Coalition head office in Toronto Ont. had contacted their families and advised of the situation. MARSHALL and MORRISON are from Edmonton Alta and their families are likewise aware that the plane is missing.

4. Captain SMITH of Search & Rescue contacted this office to advise that at approximately 1:30 a.m. 9-7-72 one of their aircraft had picked up a signal from the crash beacon which was on board the missing aircraft. SMITH stated that they believed the craft was down on the side of Wartenbe Mountain 7 miles Southeast of Chetwynd and that as soon as it is daylight their helicopter will be flying over the scene.

CONT'D ON PAGE TWO:



RE:  
OBJET:

PAGE

3.

Douglas Russel GANT (B.2-2-35) 'et al' - Sudden Death

CONT'D FROM PAGE TWO:

10. After identity of the bodies was established, they were flown to Vancouver in order that an autopsy be conducted on the pilot, GANT.

11. It would appear that the cause of this crash was due to the extremely bad weather conditions prevailing at the time and the fact that the pilot was flying on visual rather than by instruments as his flight plan indicated. Inspector JOBLING stated that there was no indication that the plane had lost power before crashing and that it appeared the pilot simply couldn't see due to clouds and fog.

12. Telex CH/72 refers to this incident, photos attached depict scene of crash. Pending results of the Inquiry this file will remain as hereunder noted.

S.U.I. D.D. 15 SEP 72

*[Signature]* #28032.  
(W.D. VOAKLANDER) Cst.

(A.J. CROTHERS) Sgt.  
i/c Chetwynd Det.

OC PRINCE GEORGE SUB/DIV.

1. Further to report submitted by Cst. VOAKLANDER it should be noted that at the request of Coroner Glen MacDONALD, Coroner W.H. Williams of this point waived his jurisdiction in this matter to Vancouver where arrangements had already been made to have a complete autopsy done on all the bodies, and then have the bodies released for transmission to Edmonton and Australia. Coroner MacDonald advised that when the investigation had been completed by all departments concerned that he would holding an Inquiry into the deaths of the six men.

2. All effects as listed on the Form C.246 with the exception of two passports which belonged to LILLY and BARTON were turned over to Mr. WALLACE. The passports in question are being forwarded direct to Consular Division, Department of External Affairs, Ottawa, Ontario by registered mail.

3. A concluding report will be submitted when the findings of the Coroner's Inquiry are made known to this Detachment. Copy of this report forwarded direct to Coroner MacDonald.

(A.J. Crothers) Sgt.  
i/c Chetwynd Detachment.

8633 FEB 16 73

Edmonton Alberta

February 9, 1973

Accident Investigation Branch  
Ministry of Transport  
739 West Hastings  
Vancouver B.C.  
Attn Mr. Jobling

Dear Sir;

In reference to your request for information regarding a weather briefing which I provided to an aircraft which crashed in the Chetwyn, B.C. area on or about July 8, 1972, the following is to the best of my recollection, the information which I passed on to the pilot in person.

To begin with I was only asked about the Dawson Creek And Ft. St. John weathers and forecasts and at no time was it mentioned that he planned to fly to any other destination. If my memory serves me right the weather was VFR and expected to remain so although some showers were expected in the area.

On hearing of the accident the following day I went through the actual weather reports on file but the reports for the hours in question had been discarded. The only reports which I was able to find was an old Pirep issued from Ft. St. John about one hour after the aircraft had supposedly departed from Edmonton. The Pirep indicated that the weather in the Pine Pass area was below VFR the details of which I can no longer remember.

I trust the above will be of some assistance and I regret that I cannot remember the details more precisely.

Yours truly,

  
A.F. Langevin

Your file    Votre dossier

31003 AUG 28 12

Our file    Notre dossier



Environment    Environnement  
Canada    Canada

Atmospheric    Environnement  
Environment    atmosphérique

August 24, 1972.

Inspector R.J. Jobling,  
Aircraft Accident Investigations,  
Ministry of Transport,  
Vancouver, B.C.

Dear sir:

This letter is the follow up to your phone call on August 21, regarding the accident concerning CF-XWI near Chetwynd, B.C.

Enclosed are three pilot reports (which I read to you) which would be applicable to the area and time concerned. The first two, sent under the heading UACN10 CYXY, were sent by myself, while the last one was sent by Prince George. Also enclosed are copies of the ~~weather~~ weather reports for Dawson Creek for 1500, 1600, and 1700 GMT.

As the copy of the SACN1 CYXY for 081600 would indicate, virtually the entire area east of the Rocky Mountains was below VFR; and the indications were, on the morning in question, that the hills surrounding Dawson Creek were generally either protruding into the low cloud, or very close to the base of the layer.

I finally managed to contact the pilot of the North Cariboo Air BE-18, Mr. Gordon Ferguson. He made a flight in CF WJC from here to Chetwynd, arriving in Chetwynd about an hour, or so after the approximate time of the crash. Gordon's intentions were to fly from Chetwynd to Dawson Creek, refuel, and then fly on to Edmonton. However, as he reported the following day, the cloud was down on the hills to the east of the strip, and along the highway towards Dawson Creek. He cannot recall, at this late date, whether the hill upon which the wreckage was located, was visible, or if it was obscured by cloud. Gordon mentioned that he was on top of a scattered lower layer during most of his trip from here to Chetwynd, but that the lower layer appeared to merge with a higher one towards the east.

I recall briefing an American pilot (I think) to Calgary (he was in Dawson Creek) the day following the accident. This pilot mentioned that he had been in the Chetwynd area around the same time as XWI, and that in order for him to get into Dawson Creek, he had to either climb on top of the lower layer, or divert to the north; I can't recall which. I also seem to recall hearing of a report from some one in Chetwynd of the cloud hanging down into the hills to the east on the morning of August 8. This report was passed on to me about third, or fourth hand.

As I mentioned in our telephone conversation, the B.C. Railroad takes one observation per day in Chetwynd, around 12 or 1300Z. These reports (along with reports from other BCR sites) are passed on to the Vancouver Weather Office, so you might try either of those sources to see if a report is available for August 8. These reports are unofficial, and I would accept the ceiling height with a grain of salt.

One other thing I notice I didn't mention earlier: one of the Air Traffic Controllers from here went ~~by~~ with Gordon on his flight to Chetwynd. The Controller, Mr. Ty Oler, is no longer at this airport; having been transferred to Calgary International last week. If you wish to contact him, he should be available at Calgary. Ty, by the way, has a private pilot's licence.



- 2 -

I think that this is about all the pertinent information. Unfortunately, considerable time has lapsed, and my powers of recall aren't all that good. Should I happen to become involved with a similar situation (which I hope I don't), I think I'll make a few notes just in case.

I hope that the preceeding page will be of some value to you.

Yours truly, .



D. R. Flint,  
Presentation Technician,  
Weather Office,  
Fort St. John, B.C.

UACNIO CYXY 081650  
CF CCD FE18 OVR HUDSON HOPE. CIG 4 THSD ASL LGT - MDT RAIN.  
NED

UACNIO CYXY 081720  
CF UGV ON GND AT MOBERLY LK. CIG DWN TO DECK.  
NED

UACNIO CYVR 081545  
XR PIREP 081515 C310 XJ-XS VIA HUDSON HOPE GOOD VFR XCP MCLEOD LK TO S  
SUMMIT LK 4S AG VSBY 1/4-1/2R -F. PINE PASS CLOSED.

SACN1 CYXY 081600

ET B402005F 122/53/52/0905/985/SF7SC3

ZU S 081600 E8015+ 126/56/51/0805/987/SF10

QU 70A20025 112/53/50/0915/982/SF1SC9

XJ E30060020 133/53/46/0108/988/SC6SC4 CIG LWR W CU ASOCTD

DQ 60210E100015+RW-- 127/51/48/0304/988/SC1SC2AS7

YE S E16025 146/57/50/3507/994/SC9

VN 0009/9.+ / 57/M/1309/031/000

ZW E600100035 128/56/51/2603/987/SC6AC3

XY 500E8001200300040 133/54/49/3404/987/AC1AC5AC1CI ACC ASOCTD

DB 600E90050 149/59/50/3006/991/SC5AC3 TCU ASOCTD VIRGA NW

MA 250-020 140/63/47/0304/991/CI3 K N W E

DA E50015 125/54/50/0902/988/SC6 CU ASOCTD

SACN1 CYXY 081700

DQ 60100B21090015+RW-- 124/52/49/0407/985/ST2SF2SC2AS4

SACN1 CYVI 081720

SACN1 CYXY 081500 COR

QU 50E30015 114/53/50/0811/983/SF1SC9 PIREP 081457 ZRW M21 6M W OF

QU VOR 400FT 0G&2M VSBY 710

SACN1 CYXY 081500

XJ 300E60020 135/51/45/3606/988/CU2SC8 CIG LWR W 706

SACN1 CYXY 081500

DQ 210900E100015+RW-- 129/50/47/0304/986/SF1AC1AS8 708

26233 JUL 21 72

H 300-MLH -70

City Analyst's Laboratory  
238 East Cordova Street  
Vancouver 4, B.C.

July 20th, 19 72

CERTIFICATE OF ANALYSIS

TO Coroner Glen McDonald

Vancouver, B.C.

I, the Undersigned Analyst for the City of Vancouver, do hereby certify that I received on the \_\_\_\_\_

Twelfth

day of

July,

19 72

from Chief Tech. Shoebottom

One bottle containing stomach & contents and one bottle containing kidney  
which were turned " Mr. Douglas G A H T "      Aircraft Accident

and declare the result of my Chemical Analysis to be as follows:

KIDNEY - does not contain alcohol

  
M. W. YIP, Chemist

CITY ANALYST'S LABORATORY

# AUTOPSY REPORT

Douglas Russell GANT  
11736 133rd Street,  
Edmonton, Alberta

Date of Entry: July 11, 1972  
Date of Autopsy: July 11, 1972  
By: Dr. Harmon  
at 5.15 p.m.  
Assisted by: B. Easton

Age - 46 years

The body is that of a well nourished and well developed white male, 69" in length and weighing approximately 180 lbs. On external examination the hair is dark brown. The skull and face are smashed with loss of bone and brain. The jaw is missing. The right arm has been torn off at the shoulder and is lying separately. Most of the chest is missing including the heart and the lungs and the skin has lifted and opened up. There is found a portion of a label from a box. The label reads "Imperial .22 long Rifle, High velocity C.I.L.". The head has been amputated through the cervical and dorsal spine and some of these are missing, and is attached to the body by the skin of the back only.

The intestines and stomach are lying beside the right side of the body. The stomach contains about 10 cc of brown mucoid fluid. There is also some whitish powdery material in the stomach suggestive of an anti-acid. The Kidneys are partially exposed - both of them are ruptured.

The left arm is severely fractured and lacerated at the wrist and forearm. There is a hernia repair scar in the right groin. The upper and lower legs are fractured. There is a fracture of the right knee and there is noted a V-shaped scar just below the left knee. The centre of the scar is 7 cm below the edge of the tibia. The arms of the lateral parts of the V spread upwards. They are 4 cm in length. The inner is more prominent than the outer and in the apex of the V there is a 1 1/2" scarred area. The hernia scar measures 7 cm.

The pubic hair and chest hair are brown in colour with a slight reddish tint. The bladder is torn open at its lower end and there is a tear into the perineum.

## ANATOMICAL FINDINGS:

Severe massive injury to head, chest  
and limbs with loss of viscera

---

T.R. Harmon, M.D. - Pathologist

## ANALYST'S REPORT:

KIDNEY - does not contain alcohol

## AUTOPSY REPORT

Gordon Douglas MORRISON  
5212 126th Street, Edmonton, Alberta

Age - 40 years

Date of Entry: July 11, 1972  
Date of Autopsy: July 11, 1972  
By: Dr. Harmon  
at 2.00 p.m.  
Assisted by: B. Bastien

The body is that of a well nourished and well developed white male, between 69" and 70" in length and weighing approximately 210 lbs. On external examination there is a severe compound fracture of the head. The face is smashed. The bones of the skull are missing and the brain is missing. Most of the jaw is missing. There is a fracture of the left shoulder. The external portion of the left arm is split open. The back of the left hand is split open and the metacarpals are dislocated. The back of the right hand is split open. There is a fracture of the right thigh with a large gap in the upper right thigh. Pieces of glass are embedded in the skin. There is a large 10" hole in the back of the left chest through which the bowel and stomach are protruding. There is a large hairy nevus 8 x 3 cm on the posterior medial aspect in the middle of the right forearm.

The body is opened in the usual manner. There are extensive fractures of the ribs, sternum and dorsal spine.

THE LUNGS: are torn. The heart is torn. The lungs show no evidence of disease.

THE HEART: shows no evidence of disease. There is no evidence of infarction. There are no valvular defects. The coronary arteries are patent throughout. The aorta shows only moderate patchy atheromatous thickening. The heart weighs 450 gm. A careful dissection of the coronary arteries shows only relatively slight atheromatous thickening.

THE GASTROINTESTINAL TRACT: The stomach is present outside of the left chest as previously mentioned. The bowel is severely torn. The stomach contains one cup of brown mucoid fluid with particles of partially digested food present in it. The remainder of the bowel has a normal appearance and a normal content except for injury. There is no evidence of disease.

THE LIVER: is severely torn. It weighs 1700 gm.

THE SPLEEN: is in fragments, at least what I believe to be the spleen is in the left chest due to a ruptured diaphragm. Some of it I think is lost through the hole in the left chest.

THE KIDNEYS: weigh each 180 gm. The capsules strip easily revealing pale smooth cortical surfaces. The right kidney is ruptured. The left kidney is intact. They show the usual architecture. The remainder of the G.U. tract is not remarkable.

### ANATOMICAL FINDINGS:

Multiple severe fractures of the head, chest, spine and ribs with loss of the brain  
Rupture of the lungs, heart, liver and spleen

---

T.R. Harmon, M.D. - Pathologist

### ANALYST'S REPORT:

URINE - does not contain alcohol

H 300-MLH -70

City Analyst's Laboratory  
238 East Cordova Street  
Vancouver 4, B.C.

July 18th 19 72

**CERTIFICATE OF ANALYSIS**

TO Coroner Glen McDonald

Vancouver, B. C.

I, the Undersigned Analyst for the City of Vancouver, do hereby certify that I received on the \_\_\_\_\_

Twelfth

day of

July ,

19 72

from Chief Tech. G. Shosbothan

One bottle containing liver and one bottle containing urine re: " Mr.

G. D. MORRISON "

Aircraft Accident

and declare the result of my Chemical Analysis to be as follows:

U R I N E - does not contain alcohol

cc: D.G.T.

M. W. YIP,

Chemist

## AUTOPSY REPORT

John Howard MARSHALL  
45 Bellevue Crescent  
St. Albert, Alberta

Date of Entry: July 11, 1972  
Date of Autopsy: July 11, 1972  
By: Dr. Harmon  
at 2.45 p.m.  
Assisted by: B. Bastian

Age - 28 years

The body is that of a well nourished and well developed white male, 69" in length and weighing 180 to 190 lbs. On external examination the hair is brown. The eyes are brown. The top of the head has been smashed and the brain and part of the bones are missing. The teeth are quite distinctive. There are inserts in the front portions of the left central incisor, the two right incisors and the first right cuspid. There is a gold inlay in the left lateral incisor. There are occlusive fillings in the premolars on the left upper and in the two molars. On the right side the upper first molar is missing. There is an occlusive filling on the first molar and there is a gold inlay in the second molar. In the bottom there is an occlusive filling in the first premolar. The second premolar and the first molar appear to be missing and the second molar has an occlusive filling and it is tilted forward on the right side of the lower jaw. On the left side there is an occlusive filling on the first premolar. Both upper and lower jaws are severely fractured and I think there is something missing on the left lower side. The second molar is present and it has an occlusive filling. There is a compound fracture of both forearms with marked deformity. There is a fracture of the right femur.

The body is opened in the usual manner. There are severe fractures of the ribs and sternum.

The Lungs are severely torn. There is an extensive fracture of the upper dorsal vertebrae involving the third to the fifth vertebrae.

THE LUNGS: weigh the right 810 gm and the left 720 gm. They show no evidence of disease.

THE HEART: weighs 420 gm. The muscle is a pale red colour and shows no evidence of infarction. There are no valvular defects. The coronary arteries are patent throughout. The aorta is not remarkable except that the arch of the aorta has a traumatic rupture at the site of the fractured vertebrae.

THE GASTROINTESTINAL TRACT: The esophagus and stomach show no evidence of erosion or ulceration. The stomach contains 50 cc of brown fluid. The remainder of the bowel has a normal appearance and a normal content.

THE LIVER: weighs 1740 gm. It is a pale brown colour. The right lobe is ruptured. The biliary system, pancreas and adrenal glands are not remarkable.

THE SPLEEN: weighs 210 gm. It is severely ruptured.

THE KIDNEYS: weigh each 150 gm. The capsules strip with ease revealing smooth dark red cortical surfaces. On cut section the kidney parenchyma has the usual appearance. The remainder of the G.U. tract is not remarkable.

ANATOMICAL FINDINGS:  
Severe multiple fractures of the skull  
with loss of the brain  
Multiple fractures of the chest  
Severe fractures of the vertebrae, chest and limbs  
Ruptured lung, liver and spleen

---

T.R. Harmon, M.D. - Pathologist

### ANALYST'S REPORT:

CHEST FLUID - does not contain alcohol  
- does not contain Carbon Monoxide saturation



26013 JUL 20 72

H 300-MLH -70

City Analyst's Laboratory  
238 East Cordova Street  
Vancouver 4, B.C.

July 16th, 1972

CERTIFICATE OF ANALYSIS

TO Coroner Glen McDonald

Vancouver, B.C.

I, the Undersigned Analyst for the City of Vancouver, do hereby certify that I received on the \_\_\_\_\_

twelfth

day of

July

1972

from Chief Poch. G. Sheehan

One bottle containing chest fluid, one bottle containing liver and one  
bottle containing urine for "Dr. J. D. MARSHALL" Aircraft Accident.

and declare the result of my Chemical Analysis to be as follows:

CHEST FLUID - does not contain alcohol

- does not contain Carbon Monoxide saturation

  
H. V. YIP, Chief  
CITY ANALYST'S LABORATORY

cc: D.O.F.

CF-XWI

16803 APR 27 1973

AUTOPSY REPORT

Ashley Paul BARTON  
209 Kildare Street, Doonside  
Sydney, New South Wales, Australia

Date of Entry: July 11, 1972  
Date of Autopsy: July 11, 1972  
By: Dr. Harmon  
at 4.15 pm.  
Assisted by: B. Bastien

Age - 38 years

The body is that of a well nourished and well developed white male, 68" in length and weighing approximately 180 lbs. On external examination there is a severe compound fracture of the skull with loss of brain. The face is torn open. The upper jaw is missing. There is a severe wound to the right side of the neck as well as a severe fracture through the centre of the skull. This almost decapitates this body. There is a fracture of the right upper arm. The shoulders are fractured including the scapulae and the clavicles. The chest shows severe fractures with multiple fractures of the sternum and ribs. There are fractures of both femurs.

The body is opened in the usual manner.

THE LUNGS: are torn. They weigh the right 390 gm and the left 300 gm. They have a bruised appearance. The bronchi contain some bloody fluid. The trachea and larynx are patent. The pulmonary arteries contain some blood clot.

THE HEART: is severely torn. There is one big and one small tear in the right ventricle and a small tear in the left ventricle. The heart weighs 395 gm. The muscle is a pale brown colour and shows no evidence of infarction. There are no valvular defects. The coronary arteries are patent throughout. They show some patchy atheromatous thickening. The aorta shows patchy atheromatous thickening.

THE GASTROINTESTINAL TRACT: The esophagus and stomach show no evidence of erosion or ulceration. The stomach contains some brown fluid with a few particles of partially digested food. The remainder of the bowel has a normal appearance and a normal content. The appendix has been removed and there is a scar in the right lower quadrant of the abdomen.

THE LIVER: weighs 1500 gm. It is severely ruptured. It is a reddish brown colour and it is in a number of fragments. The biliary system, pancreas and adrenal glands are not remarkable.

THE SPLEEN: is shattered.

THE KIDNEYS: weigh each 110 gm. The capsules strip with ease revealing smooth pale cortical surfaces. On cut section they show the usual architecture. The remainder of the G.U. tract is not remarkable.

An examination of the spine shows fractures with complete displacement of the fifth and sixth dorsal vertebrae. The aorta is torn in two at this point.

ANATOMICAL FINDINGS:

Severe multiple fractures to the head  
with loss of brain  
Multiple fractures of the chest, right arm,  
and both femurs  
Ruptured lungs, heart, liver and spleen

T.R. Harmon, M.D. - Pathologist

ANALYST'S REPORT:

URINE - does not contain alcohol

H 300-MLH -70

City Analyst's Laboratory  
238 East Cordova Street  
Vancouver 4, B.C.

July 18th, 19 72

**CERTIFICATE OF ANALYSIS**

TO Coroner Glen McDonald  
Vancouver, B C

I, the Undersigned Analyst for the City of Vancouver, do hereby certify that I received on the Twelfth day of July 19 72

from Chief. Tech. C. Shoebottom.

One bottle containing liver and one bottle containing urine re: " Mr.  
A. C. BARTON " Aircraft Accident

and declare the result of my Chemical Analysis to be as follows:

URINE - does not contain alcohol

N. W. YIP, Chemist.  
**CITY ANALYST'S LABORATORY.**

cc: D.O.T.

AUTOPSY REPORT

Charles LILLY  
16 Marshall Crescent, Beacon Hill  
Sydney, New South Wales, Australia

Age - 40 years

Date of Entry: July 11, 1972  
Date of Autopsy: July 11, 1972  
By: Dr. Harmon  
at 4.45 p.m.  
Assisted by: B. Bastien

The body is that of a well nourished and well developed white male, 68" in length and weighing approximately 170 lbs. On external examination the head is smashed and most of the bones are missing. The brain is missing. The eyes are missing. The hair is a sandy colour with grey present in it. There is considerable hair on the chest and shoulders which is a grey and light brown colour. Four incisors were found. These show a concavity towards the centre and there is a very large amount of brown material on the back of the incisors. The left arm is in three pieces. Each piece is almost completely amputated. The hand is severely lacerated. The right arm is torn off and it is almost amputated through the forearm as well. The organs of the chest are missing.

The spine is in four pieces due to severe fractures. The abdominal organs are lying on the right side. The liver is severely torn.

THE GASTROINTESTINAL TRACT: The esophagus and stomach show no evidence of erosion or ulceration. The stomach contains 30 cc of pale yellow mucous. The remainder of the bowel has a normal appearance and a normal content.

There is an old healed scar to the right of the midline in the upper abdomen and there is scarring or deep pigmentation in the midline. The gallbladder is present and the stomach as far as I can see shows no evidence of surgery. The duodenum appears to be normal.

The pelvis is severely fractured and there is an extensive tear in the perineum. The right leg has been amputated just above the knee and the left leg is shattered below the knee with a large loss of skin.

The body shows the effect of the sun. There is a suntan with a white area below the umbilicus and beginning in the upper thighs, in other words where a bathing suit has been worn.

ANATOMICAL FINDINGS:

Severe multiple injuries to head, trunk and limbs with loss of many of the body parts

T.R. Harmon, M.D. - Pathologist

ANALYST'S REPORT:

LIVER - contains 0.03% alcohol (30 mgms per 100 mls)

H 300-MLH -70

City Analyst's Laboratory  
238 East Cordova Street  
Vancouver 4, B.C.

July 20th, 19 72

CERTIFICATE OF ANALYSIS

TO Coroner Glen McDonald

Vancouver, B. C.

I, the Undersigned Analyst for the City of Vancouver, do hereby certify that I received on the \_\_\_\_\_

Twelfth

day of

July,

19 72

from Chief Tech. Shoobotham

One bottle containing liver which was tagged: " Mr. Charles L I L L Y "

Aircraft Accident

and declare the result of my Chemical Analysis to be as follows:

LIVER - contains 0.03% alcohol or 30 milligrams alcohol per 100 millilitres liver

H. W. YIP, Chemist

CITY ANALYST'S LABORATORY

## AUTOPSY REPORT

Maurice Leslie GODDARD  
214 Sackville Street, Canley Vale,  
New South Wales, Australia

Date of Entry: July 11, 1972  
Date of Autopsy: July 11, 1972  
By: Dr. Harmon  
at 3.30 p.m.  
Assisted by: B. Pastian

Age - 32 years

The body was that of a well nourished and well developed white male, 68" in length and weighing approximately 180 lbs. On external examination the skull is severely fractured with loss of the brain. The bones of the face are fractured. The hair is a reddish brown colour. The eyes are brown. The teeth have fillings in the premolars and molars in the upper jaw. The premolars are missing in the right lower jaw and the first central incisor is missing on the right side. There are occlusive fillings in the molars on both sides of the lower jaw. There is a fracture of the left shoulder and left upper arm. There are cuts on the back of the right hand. There are fractures of both femurs. The right femur is fractured in two places.

The body is opened in the usual manner.

There are severe fractures of the chest involving the sternum, which is in pieces, and the ribs. The diaphragm is ruptured. The liver is up in the chest cavity. The lungs are torn. The heart is severely ruptured. There are fractures of the seventh cervical vertebra with marked displacement.

THE LUNGS: show no evidence of disease. They weigh the right 510 gm and the left 390 gm. The bronchi appear to be normal. The pulmonary arteries appear to be normal.

THE HEART: weighs 110 gm. Both the right and left ventricles are ruptured. The heart on section shows no evidence of infarction. There are no valvular defects. The coronary arteries are patent throughout. The aorta is not remarkable except that the thoracic aorta is ruptured and the two pieces are 7 cm apart.

THE GASTROINTESTINAL TRACT: The esophagus and stomach show no evidence of erosion or ulceration. The stomach contains 100 cc of brown fluid with a few fine particles of partially digested food. The remainder of the bowel has a normal appearance and a normal content, except that the mesentery is severely torn on the left side.

THE LIVER: weighs 1620 gm. It is a brown colour and it is in numerous fragments so there could be some of it missing, that is assembling the fragments was difficult. The biliary system, pancreas and adrenal glands as far as they could be examined were not remarkable. The gallbladder has been torn away from the common duct. The liver has been torn away from the common duct. The common duct was patent up to the tear and was found to be normal.

THE SPLEEN: weighs 120 gm. It is severely torn and some of it is missing.

THE KIDNEYS: weigh each 110 gm. The capsules strip with ease revealing pale smooth cortical surfaces. On section they show the usual architecture. The remainder of the G.U. tract is not remarkable except that the bladder has been torn open and there is a severe fracture of the pubis just to the left of the midline on the left side. There are fractures of the pubis and ischium on the right side.

ANATOMICAL FINDINGS:  
Severe multiple fracture of the skull with loss of brain.  
Multiple fractures of the chest, vertebrae, pelvis and limbs  
Ruptured lungs, heart, liver and spleen

T.R. Harmon, M.D. - Pathologist

### ANALYST'S REPORT:

CHEST FLUID - does not contain alcohol  
- does not contain Carbon Monoxide saturation

H 300-MLH -70

City Analyst's Laboratory  
238 East Cordova Street  
Vancouver 4, B.C.

July 18th, 19 72

**CERTIFICATE OF ANALYSIS**

TO Coroner Glen McDonald

Vancouver, B.C.

I, the Undersigned Analyst for the City of Vancouver, do hereby certify that I received on the \_\_\_\_\_

Twelfth

day of

July

19 72

from

Chief Tech. G. Shesborth

One bottle containing chest fluid and one bottle containing liver for:

" Mr. H. GODDARD " Aircraft Accident.

and declare the result of my Chemical Analysis to be as follows:

CHEST FLUID - does not contain alcohol

- does not contain Carbon Monoxide saturation

cc: D.O.F.

  
H. V. YIP, Chemist.

CITY ANALYST'S LABORATORY.

Representing:  
**COALITION MINING LIMITED**

P.O. BOX 30, CHETWYND, B.C., CANADA

RI . . . RACTO

1972 JUL 8 70 46

PH<sup>7</sup>EC029

FF CYEGZF

082040 CYXJYF

DUPE OF FLITE NOTE

AIR FILE FLIGHT NOTE CF XWI C421 GOLD WHITE BROWN WHEELS  
OVER DQ 1550Z CPI VHF GANT DQ DRCT CHETWYND S/O DRCT DQ  
WILL CLOSE WITH CYXJ AT 090100Z RMKS TAS 210KTS

*Found 5 MI out of  
Chetwynd.*

000188



DEC023  
FF CYEGZF

081553 CYXJYF

AIR FILE FLITE NOTE CF XWI C421 GOLD WHITE BROWN WHEELS  
CYDQ D1550Z CPI VHF DQ DRCT CHETWYND S/O DRCT DQ WILL  
CLOSE WITH CYXJ 090100Z

1972 JUL 8 15 56

*Western*

MR WALLACE

ROOM 102 CHETWYND

788-2276

ATC HAS ABOVE FONE  
MR.

DEPARTMENT OF TRANSPORT  
AIR TRAFFIC CONTROL

FLIGHT NOTIFICATION

NOTE: PILOTS-COMplete PART 1 ONLY

1 IF DEFENCE FLIGHT NOTIFICATION, INCLUDE:  
TRUE AIRSPEED ALTITUDE  
210K

XW1  
C421  
1550  
15 53

AIRCRAFT IDENTIFICATION XW1	TYPE OF AIRCRAFT C421	COLOUR(S) OF AIRCRAFT Gold W/Brown	WHEELS <input checked="" type="checkbox"/> SEAPLANE <input type="checkbox"/> SKIS <input type="checkbox"/> AMPHIBIAN <input type="checkbox"/>
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POINT OF DEPARTURE DQ	DATE AND TIME OF DEPARTURE PROPOSED ACTUAL 1550Z	TYPE OF EMERGENCY RADIO TRANSMITTER (IF CARRIED) CPI
--------------------------	--	---

RADIO FREQUENCIES VHF	ONLY <input type="checkbox"/> NORDO <input type="checkbox"/>	PILOT'S NAME AND ADDRESS GANT
--------------------------	---	----------------------------------

FLIGHT ITINERARY: INDICATE DURATION OF STOPOVERS  
DQ - CHET S/O - DQ

PLACE, DATE, TIME AND METHOD OF REPORTING ARRIVAL  
X5 09 0100Z

NAME AND ADDRESS OF PERSON OR COMPANY TO BE NOTIFIED IF SEARCH AND RESCUE ACTION INITIATED  
Western Const

LIST NAME(S) AND ADDRESS(ES) OF PASSENGERS AND OTHER INFORMATION:

PILOT'S SIGNATURE

2 FILED AT	RECEIVED BY	PASSED TO ATC BY DATE TIME
------------	-------------	-------------------------------

3 ARRIVED AT	ARRIVAL RECEIVED BY
DATE AND TIME OF ARRIVAL	ARRIVAL PASSED TO ATC BY TIME

## AIRCRAFT ACCIDENT - SAT JULY 8, 1972

### SUMMARY OF EVENTS

1. ETA for plane 10<sup>00</sup> - 10<sup>30</sup>, Sat July 8, '72.  
Plane coming from Edmonton via  
Dawson Creek to Chetwynd.  
Travel to site then by road arranged.
2. Approx 1245 to 1300 hrs BEECH 16 arrives  
from Ft St John.
3. Approx 1330 hrs or before I contacted  
Mrs Marshall after failing to contact  
anyone at Western Construction  
(Mrs Marshall wife of former thought to  
be on plane, and employee of  
Western Const.) She advised she  
would check with other persons in  
the company.
4. Contact made with Radio Dispatch at  
Ft St John (785-2372) to check  
flight path. Advice received that  
plane (Cessna 421, identification XW1,  
colour gold, white and brown) flew  
Edmonton - Dawson on IFR and  
checked out over Dawson at 0900 hrs.  
They checked with Grand Prairie,  
Prince George & Inuvik - negative  
results.

2.

5. Dawson Aero Service advised me they heard the plane go over Dawson at about 0900 hrs.
6. <sup>Before</sup> 1415 hrs call from Robin Miller (599 7001) Western Construction called and enquired of situation.
7. At 1415 hrs Mack Miller of Western Const' (403-455-6747) rang me. He was advised of situation. He was to contact Air Traffic Control (Edmonton) and have them institute an air search. He considered that the plane would be almost out of gas by now.
8. 1600 hrs. Advised Miller the location of mine as it was considered they may have reached for mine site before landing at Chetumal.
9. I was advised an Otter would be over the area at 1915 hrs and a helicopter at 2015 hours.
10. At 1715 hours discussed the use of a ground search with Miller - but considered little could be done as we did not know course of plane from Dawson.

3.

11. Roger and Frank drove road to camp  
to check for any signs.

(Walter ~~James~~ Jennings, Brascan)

12. 1815 WJS<sup>1</sup>rag, to check situation  
as he had heard from Western  
(WJS Jennings - Brascan (Coalition))

13. 1830 Mike check progress

14. ~~1845~~ <sup>1845</sup> CFS rang and was advised of  
situation (CFS - CFSawyer - Coalition)  
(416 - 488-7470)

15. 1900 CFS has spoken with McElroy  
and advised of my chopper  
flight, and obtained phone nos  
of A & B + staff

16. 1915 C. Sawyer spoke with Ian Weber  
(Quinter & Butta) and advised  
of missing plane.

17. 1915 offer over area (by son &  
only)

18. 1920 Mike advised chopper due  
now 2115 hrs, also Cambou  
due over in 20 + mins

#

4.

19. 1940 hrs. CESayer advised that all people notified but no names were to be released. It appears that they were considering a visit to the site, but is not verified. CES advised that 2 cartons of work notes were in plane.

20. 1944 hrs - attempted to contact 4Rover via 5R060 but could not read their signal.

21. = 2015 Chopper landed in Chetwynd. I accompanied chopper on flight up Sukunka River.

22. Returned to Chetwynd and discussed matter with R.C.M.P.

Then checked in Hotel for any sightings to ~~to~~ give a lead as to where Cessna may have passed over.

Reported sightings/sounding:

(1) Fred Cox & wife - 2115 to 2130

near Lone Prairie - heard only but identified

(2) Joe as twin.

(2) Joe Hood, on Buckles Ranch - saw twin 10 to 10:30 heading NE. Poss not a Cessna.

5.

23. Advised by Mack Miller that a  
Cpt Mills at Air Rescue had appointed  
Cpt. Tarnham as Search Master.  
Was advised by him when I rang in  
contacts (see 22) ~~at~~ at 0010 that  
they had a ~~9~~ sound but no  
position from the C.P.I.

24. Advised RCMP of situation.

25. Air Rescue advised me that that had  
a fix at Lat 55 39 05  
Long 121 12 03  
3rd St of Hart Hwy, near Mt. Wartenbe.

~~the~~ CES, Miller, RCMP advised.  
at 0530 hrs

26. CES advised me that chopper had been  
airborne at 0500 hours.

27. ~~Chopper~~ Chopper landed at ~~05~~ 0630 hrs.  
reported sighting wreckage on north  
slope of Mt. ~~at~~ Wartenbe. Wreckage  
spread over 400 feet and no survivors.

28. 0830 hrs - chopper attempted to reach site of  
wreck but low cloud - unsuccessful.

6.

29. CES advised that Victoria Air Rescue  
had confirmed that ~~the~~ crash was a  
no survivor crash. - 0930 hr.

30. 0950 Low chopper made second  
attempt. - Returned 1218 hr - not  
successful.

31. advised that Lou McPhee was handling  
Vancouver end; arranging mortician,  
clearance for shipping etc.

(1115 hr)

32. Jennings (876-2161 office; 738-1080 tel) of  
Mt Pleasant Funeral Home advised  
me of developments; viz.  
After clearance by RCMP bodies to go  
to Vancouver. Coroner McDonald will  
handle clearance in Vancouver. Jennings  
arranged for a charter flight from  
Detmold to VCH when given OK by  
RCMP or myself.

33. 1145 hr. Up date contact with CES.

34. 1157 hr. Jennings requested me to check on  
suitability and availability of  
Beech 18. Contact made with Nth Caribou

35. 1207 hr. Gordon Ferguson - Nth Caribou - advised Beech 18  
would not do it.



7

36. ~~1228~~ 1228-1330 - CES, C. McPhee, Miller advised.

37. Jennings (marician) called and advised  
Mr. Kid, local coroner has waived  
rights and that Mr. McDonald (VCR) will  
advise RCMP it is OK to release  
remains for flying to VCR. Grew to  
identify in Chestwynd to speed shipping  
out of Canada.

38. 1350. Chopper airborne again - will  
return to Dawson if no landing  
possible. Will be used tomorrow  
if no other emergency call and  
weather OK. Weather forecast  
not good however.  
RCMP planning logistics.

39. 1403. Bob Shipley called & offered  
help.

40. 1407. Gordon Green called to see if we  
wanted to test accen. units or  
buy sand/gravel from Freda Lynch.

5002-P20043 (PCAI)  
5008-XWI (Edm)  
5802-4225 (Edm)

REGISTERED

739 West Hastings Street,  
Vancouver 1, B.C.  
March 6, 1973

Western Construction & Lbr. Co. Ltd.,  
PO Box 446,  
Edmonton, Alberta.

Dear Sirs:

RE: Aircraft Accident - Cessna 421,  
CF-XWI, Mt. Wartenbe, B.C.  
July 8, 1972

We are returning herewith the Technical and Journey Log Books, together with Certificate of Airworthiness, Certificate of Registration, Radio Licence and Weight and Balance Report, for the subject aircraft CF-XWI.

Yours truly,

*(Signature)*  
C. A. HORTON

C. Leyland,  
Regional Superintendent,  
Accident Investigation

mlm

ENCL

MEMORANDUM

GOVERNMENT OF CANADA



NOTE DE SERVICE

GOUVERNEMENT DU CANADA

FROM  
DE

P C A I, VANCOUVER

TO  
À

CHIEF TOWER CONTROLLER  
Prince George Tower,  
Airport, Prince George, B.C.

SUBJECT  
SUJET

Binoculars on loan to R. Jobling

SECURITY - CLASSIFICATION - DE SÉCURITÉ

OUR FILE — N/RÉFÉRENCE

5002-P20043 (PCAI)

YOUR FILE — V/RÉFÉRENCE

DATE

July 13, 1972

1. Returned herewith set of binoculars on loan to Roy Jobling,  
Weekend of July 8, 1972.
2. Thank you for your co-operation.

Original Signed by

J. A. LOVE

C. Leyland,  
Regional Superintendent,  
Accident Investigation

RJ/min

ENCL

000199

MEMORANDUM  
GOVERNMENT OF CANADA



NOTE DE SERVICE  
GOUVERNEMENT DU CANADA

FROM  
DE

PCAI, VANCOUVER

TO  
À

CAI, OTTAWA KIA ON8

SUBJECT  
SUJET

ACCIDENT - Cessna 421, CF-XWI  
Mt. Wartenbe, B.C.  
August 7, 1972

SECURITY - CLASSIFICATION - DE SÉCURITÉ

OUR FILE - N/RÉFÉRENCE

5002-P20043 (PCAI)

YOUR FILE - V/RÉFÉRENCE

DATE

August 21, 1972

1. Attached is copy (pages 1 and 2) of the subject aircraft accident report. The pilot and five passengers were killed and the aircraft was substantially damaged.

Original signed by ~~John A. Love~~

~~John A. Love~~  
John A. Love,  
A/Regional Superintendent,  
Accident Investigation

via

ENCL

000200

MEMORANDUM  
GOVERNMENT OF CANADA



NOTE DE SERVICE  
GOUVERNEMENT DU CANADA

FROM  
DE

P C A I, VANCOUVER

TO  
À

C A I, OTTAWA KIA ON8

SUBJECT  
SUJET

ACCIDENT - Cessna 421, CF-XWI  
Mount Wartenbe, B.C.  
July 8, 1972

SECURITY - CLASSIFICATION - DE SÉCURITÉ

OUR FILE — N/RÉFÉRENCE

5002-P20043 (PCAI)

YOUR FILE — V/RÉFÉRENCE

DATE

August 14, 1972

1. Attached is letter from Mr. B. I. Dent of Sydney, Australia,  
with copy of our acknowledgement.
2. For your action.

Original Signed by

J. A. LOVE

John A. Love,  
A/Regional Superintendent,  
Accident Investigation

mim

ENCL

5002-P20043 (PCAI)

739 West Hastings Street,  
Vancouver 1, B.C.  
August 14, 1972

Mr. B. I. Dent,  
9/64 Ben Boyd Road,  
Neutral Bay,  
Sydney, N.S.W. 2089  
Australia.

Dear Sir:

RE: Aircraft Accident to Cessna 421,  
CF-XWI at Mount Wartenbe, B.C.,  
on July 8, 1972

Replying to your letter of August 7, 1972 regarding the above accident, would advise we have forwarded your letter to our Headquarters in Ottawa. You will no doubt hear directly from them when the investigation has been completed.

Yours truly,

Original Signed by

J. A. LOVE

John A. Love,  
A/Regional Superintendent,  
Accident Investigation

mim

5002-P20043 (PCAI)

739 West Hastings Street,  
Vancouver 1, B.C.  
August 3, 1972

Mr. Clifford E. Sawyer,  
Coalition Mining Limited,  
20th Floor,  
25 King Street West,  
Toronto 1, Ontario.

Dear Sir:

RE: Accident - Cessna 421, CF-XWI  
Mount Wartenbe, B.C. July 8, 1972

This is to acknowledge receipt of your letter dated July 31, 1972 regarding the subject matter and to thank you for the kind remarks on the conduct of personnel from this office.

With reference to the second paragraph of your letter, Search and Rescue is an entirely separate organization, as a unit of the Canadian Armed Forces. I would suggest that you write to Officer Commanding, 442 Squadron, Comox, B.C., regarding information on their personnel involved in this particular occurrence.

Yours truly,  
~~Signature~~  
C. LEYLAND

C. Leyland,  
Regional Superintendent,  
Accident Investigation

CL/mim

27909 AUG 2 72

**COALITION MINING LIMITED**

20<sup>TH</sup> FLOOR  
25 KING STREET WEST  
TORONTO 1, CANADA

July 31, 1972

Mr. C. Leyland  
Regional Superintendent  
Accident Investigation  
Department of Transport  
739 West Hastings Street  
Vancouver 1, British Columbia

Your File #5002-P20043 (PCAI)  
Aircraft Accident to Cessna 421  
Registration CF-XWI at Mount  
Wartenbe, B.C., July 8, 1972

Dear Mr. Leyland:

I received a copy of your letter to the Provincial Coroner's office concerning the above matter and thought it appropriate to convey my appreciation to the members of your department on the manner in which this unfortunate matter was handled. May we please thank you on behalf of the families of the people involved.

We recognize that considerable efforts were made by the Search and Rescue people and I would greatly appreciate if you could inform me of the individuals involved so that we can express our thanks to them directly.

Yours very truly,



Clifford E. Sawyer

CES/gc





5002-P20043 (PCAI)

739 West Hastings Street,  
Vancouver 1, B.C.  
July 24, 1972

Provincial Coroner's Office,  
240 East Cordova Street,  
Vancouver 4, B.C.

Dear Sir:

RE: Aircraft Accident to Cessna 421  
Registration CF-XWI at Mount  
Wartenbe, B.C., July 8, 1972

1. This aircraft was registered in the Private category in the name of Western Construction and Lumber Co. of Edmonton, Alberta.
2. A Certificate of Airworthiness in the normal category had been issued for the aircraft and was valid at the time of the accident.
3. The pilot was in possession of an Airline Transport Pilot's Licence, XDA 817, valid for single and multi-engine landplanes and seaplanes, up to 12,500 lbs gross weight, and was endorsed for a Class I instrument rating. He had substantial flying experience and was well experienced on the aircraft type. He was properly qualified to make the flight.
4. Investigation revealed that the aircraft, while enroute from Dawson Creek to Chetwynd, B.C., in marginal weather conditions, struck trees located at the 3700 ft elevation on the south slope of Mt. Wartenbe.
5. The initial impact was made while the aircraft was in a shallow descending turn to the right at a comparatively high airspeed, leaving a swath from west to east of approximately 900 ft in total length. The engines at the time were developing substantial power.
6. There was no evidence of any malfunction of the aircraft, its engines or controls prior to impact.

Yours truly,

~~Original Signed By~~

C. LEYLAND

C. Leyland,  
Regional Superintendent,  
Accident Investigation

RJ/min

AIRCRAFT ACCIDENT/INCIDENT REPORTED

10:00 PST JULY 9/72

(Time and date)

COPY FOR:

PCAR PCAM  
PCAE PCAW PCAT PAO  
PTE PMB

FILES: 5002-P20043

5008-XWI (EDM)

5802- (EDM)

ADAM  
CYHQ  
ATTENTION

PCAI 114 AIRCRAFT ACCIDENT REPORT

(A) Type, nationality and registration marks of A/C.

CESSNA 421 CF-XWI

(B) Name of Owner, Operator and Hirer, if any, of the A/C.

WESTERN CONSTRUCTION & LBR CO.  
EDMONTON, ALTA

(C) Name of the Pilot-in-Command.

DOUGLAS GANT  
EDMONTON, ALTA?

(D) Date and time - Standard time - of the accident/incident

JULY 8/72 APPROX 09:30 PST

(E) Last point of departure and point of intended landing of A/C.

EDMONTON, ALTA TO CHETWYND, BC

(F) Position of the A/C with reference to some easily defined geographical point.

4000' level on south side of  
WARTENBE, MOUNTAIN, BC  
55° 39' N 121° 23' W

(G1) Number of crew. Number killed and/or seriously injured.

PILOT. KILLED.

(G2) Number of passengers. Number killed and/or seriously injured.

5 PASSENGERS. KILLED

(H) Nature of the accident/incident and the extent of damage to the aircraft so far as is known.

BELIEVED TO HAVE STRUCK MOUNTAINSIDE IN  
ADVERSE WEATHER CONDITIONS.

Type of flying.

CHARTER FLIGHT.

Opinion concerning the cause of the accident/incident

JOBLING INVESTIGATING.

CL/mim

DEPARTMENT OF TRANSPORT

# MESSAGE FORM

DATE **JULY 10, 1972** 19

COMPLETE THIS SECTION FOR  
COMMERCIAL MESSAGES ONLY

CHARGE

**WCAI, EDMONTON**

**PCAI 115 PLS FWD AIRCRAFT FILE FOR CF-XWI AND PILOT FILE FOR DOUGLAS GANT  
FOR PERUSAL BY AIRCRAFT ACCIDENT INVESTIGATION PACIFIC REGION.**

*C. Lyland*  
**PCAI VANCOUVER**

**min**

AIRCRAFT ACCIDENT/INCIDENT REPORTED

10:00 PM JULY 9/72

(Time and date)

COPY FOR: PRD  
PCA  
PCAR PCAM  
PCAE PCAW PCAT PAO  
PTE PMB

FILES: 5002-PCAM-3  
5002-221 (101)  
5002- (101)

ADMA  
CYHO  
ATTN: GAI

PCAI 111 AIRCRAFT ACCIDENT REPORT

(A) Type, nationality and registration marks of A/C.

COMBIA 421 CF-BLE

(B) Name of Owner, Operator and Hirer, if any, of the A/C.

WILSON CONSTRUCTION & LTD CO.  
EDMONTON, ALTA

(C) Name of the Pilot-in-Command.

DUGLAS GALT  
EDMONTON, ALTA

(D) Date and time - Standard time - of the accident/incident

JULY 0/72 APPROX 09:30 PST

(E) Last point of departure and point of intended landing of A/C.

EDMONTON, ALTA TO CALGARY, BC

(F) Position of the A/C with reference to some easily defined geographical point.

4000' level on south side of  
MOUNTAIN, MOUNTAIN, BC  
55° 37' N 121° 23' W

(G1) Number of crew. Number killed and/or seriously injured.

PILOT. KILLED.

(G2) Number of passengers. Number killed and/or seriously injured.

5 PASSENGERS. KILLED

(H) Nature of the accident/incident and the extent of damage to the aircraft so far as is known.

DEVELOPED TO HAVE STRUCK MOUNTAIN IN  
ATTEMPT TO LAND. COLLAPSED.

Type of flying.

CLIMB FLIGHT.

Opinion concerning the cause of the accident/incident.

POSSIBLE INVESTIGATION.

CL/111

5002-P20043  
5008-XI (RM)  
5802- (RM)

JULY 0/72

C A E, OTTAWA

PCAE 114 AIRCRAFT ACCIDENT NUMBER 5002-P20043

- (A) CESSNA 441 CT-41
- (B) HUNTER CONSTRUCTION AND TRADING CO, LONDON, ALBA
- (C) DOUGLAS GALT, LONDON, ALBA
- (D) JULY 0, 1972 APPROX 0930 PST
- (E) LONDON ALBA TO LONDON GATWICK, EC
- (F) 4000 FT LEVEL ON SOUTH SIDE OF HUNTER MOUNTAIN, EC. 55° 39' N 121° 23' W
- (G) PILOT. KILLED
- (H) FIVE PASSENGERS. KILLED
- (I) BELIEVED TO HAVE CRASHED MOUNTAIN IN ADVERSE WEATHER CONDITIONS. CHARTER FLIGHT.

JOHN H. INVESTIGATING.

PCAE WINDSOR

CL/114

BEST COPY AVAILABLE