

Ontario.
22nd August, 1952.

Canadian Pension Commission,
Daly Building,
Ottawa, Ontario.

Attention: Brigadier J.L. Melville

Flying Accident - Mustang 9555 - 10-6-52
14972 F/O Harry Allen Newman - Officially Presumed Dead.

1. In accordance with your referenced letter, the following information is submitted. The above officer who was undergoing an advanced flying instructors course, took off from RCAF Station Trenton at 1350 hrs, authorized for a flight of approximately two hours, one hour was to be spent at an altitude of 30,000 feet.
2. Approximately 30 minutes after this take off civilians saw condensation trails made by an aircraft, at a very high altitude, they continued to watch and observed the aircraft in a spiral type manoeuvre descending at a high speed, between two and three thousand feet, it would appear that an attempted recovery was made, at which time a wing became detached, the aircraft then crashed into Lake Ontario near Traverse Point.
3. The report in Para 2 was received at RCAF Station Trenton, at 1445 hrs, and immediately six aircraft were despatched to the area described, they reported an "oil slick" and some debris on the water. Salvage operations with a diver found wreckage, sufficient to identify the aircraft, a body was located in the wreckage, but when it was being brought to the surface it became detached from the parachute harness and was lost. Parts of the parachute harness were saved with numbers that corresponded to the parachute signed for by F/O Newman. Salvage operations were continued, but the body of F/O Newman was not recovered. The lake at the point of impact is over 100 feet deep, salvage operations have been discontinued.
4. There being conclusive evidence that F/O Newman lost his life, action has been taken under Section 41 of the National Defence Act to presume for Official Purposes that F/O Newman died on June 10, 1952, and a certificate according to Q.R. (Air) 26.20 (2) (c) has been issued, and in relation to his status in the Canadian Forces he is deemed to have died on June 10, 1952, documentary evidence, appendices A & B are attached. The Board of Inquiry has reported that after full investigation the probable cause of the accident was anoxia, this is concurred in by the Chief Inspector of Accidents, therefore,
 - (a) F/O Newman being a member of the forces was on duty at the time of the accident, which resulted in his death; and
 - (b) The cause of the death of this Officer was not due to improper conduct within the meaning of The Pension Act.
5. This would appear to be the information you require to render your decision on pension entitlement within the meaning of The Pension Act.

J.L. Melville
(L. E. Gray)
Air Commodore,
for Chief of the Air Staff.

Encl. 2

W/O WR GUNN/YP
6328
W. Gunn



a
Department of National Defence
Air Service

FILE NO. 14972 (DFC)

Ottawa, Canada, 20 Aug 1952

M E M O R A N D U M

14972 F/O B.A. Newman

1. As a result of examination of the Board of Inquiry assembled at Trenton, Ontario, June 12th, 1952, and a memorandum from C.I.A. dated July 22nd, 1952, re the above officer who was reported "missing" June 10th, 1952, (his body has not been recovered), in my personal opinion there is conclusive proof he lost his life June 10th, 1952.

2. Therefore, under Section 41 of the National Defence Act his death is presumed to have occurred on June 10th, 1952, and a Certificate of Presumption of Death (Form G.4) according to Q.R. (Air) 26.20 (2) (c) is issued and herewith attached.


(W.R. Gunn)

Wing Commander,

An authority designated by the Minister of National Defence under Section 41 of the National Defence Act.

B

ROYAL CANADIAN AIR FORCE

CERTIFICATE OF PRESUMPTION OF DEATH No. 1

This is to Certify that 14972 FLYING OFFICER
(NUMBER) (RANK)

BARRY ALLEN NEWMAN

R.C.A.F.

(NAME IN FULL)

(UNIT)

has been officially reported as missing since the TENTH day

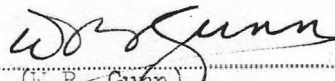
of JUNE 19 52, and that, full inquiries having been made,

there appears to be conclusive proof that he: ~~(a) is dead;~~ (b) died on the TENTH

day of JUNE 19 52. For official purposes, therefore, he is deemed to be dead, and

his death is presumed to have occurred on the TENTH day of JUNE 19 52.

Dated at Ottawa, Canada, this TWENTIETH day of AUGUST 19 52.



(W.P. Gunn)

Wing Commander,

An authority designated by the Minister of National
Defence under Section 41 of the National Defence Act.

CONFIDENTIAL

M E M O R A N D U M

File No: C093-9555(CIA)
Ottawa, 22 Jul 52

AMP/DFC/PC4-4

Flying Accident - Mustang 9555 - Pt Traverse, Ont
14972 Barry Allen Newman - Missing

1 F/O B.A. Newman, a pilot undergoing an advanced flying instructors course is missing following the crash of a Mustang aircraft of which he was captain. The aircraft crashed at approximately 1330 hours, 10 June 52 in Lake Ontario, approximately one mile off Pt. Traverse and sank in 105 feet of water. The pilot was authorized to conduct a flight of approximately two hours duration of which one hour was to be spent at an altitude of 30,000 feet.

2 Witnesses on the ground saw condensation trails being made by an aircraft at a very high altitude. As they continued to watch the formation of these condensation trails, they saw a sharp kink appear and the condensation trail end abruptly. The aircraft descended in a spiral type manoeuvre and at a very high speed. At approximately 2 - 3,000 feet an attempted recovery was made, at which time the port wing became detached from the aircraft and it crashed into the lake.

3 From an analysis of the statements made by the witnesses near the scene of the accident and evidence obtained during the investigation at RCAF Station Trenton, both the board of inquiry and the inspector of accidents are of the opinion that anoxia was the most probable cause.

4 The diver employed in the salvage operations located a body in the wreckage but when it was being hoisted to the surface it became detached from the parachute harness and was lost. It was impossible to identify this body as that of F/O B.A. Newman and therefore he must be listed as missing.

5 The proceedings of the investigation into this accident disclose:

- (a) That 14972 F/O B.A. Newman was a member of the Armed Forces and was on duty at the time of the accident.
- (b) That there is no evidence to indicate that the accident was due to improper conduct upon the part of F/O Newman, within the meaning of the Pension Act.
- (c) F/O B.A. Newman is officially listed as missing as a result of this accident.

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6 The advance copy of the board of inquiry is attached for your information.

(R.F. Milne) W/C
for CIA
(8118)

Attach.