

very favorable with turbulence light and the visibility good.

COMMUNICATIONS

10. Communications were good, direct contact was maintained between the search aircraft and RCAF Radio Vancouver.

CONCLUSIONS

11. CF-DBW was last seen at the north end of Ross Lake, various ground reports and the adverse weather conditions lead to the conclusion that the aircraft crashed somewhere in this area. Rugged terrain and heavy timber make search operations extremely hazardous and very difficult.

RECOMMENDATIONS

12. It is recommended that:

- (a) The appropriate authorities be requested to draft a regulation requiring private aircraft to have the entire tail assembly and the wing tips painted with fluorescent red paint.
- (b) Aircraft operators be reminded of the higher flying standards necessary for cross country flights over mountainous regions.

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PARTICIPATING AGENCIES

- (a) Department of Transport
- (b) Royal Canadian Mounted Police
- (c) GOBC
- (d) 121 C&R Flight Sea Island B.C.
- (e) 407 (M) Squadron Comox B.C.