

50 PORTAL ROAD
KINLOSS.

Reference: ARC/JF L14.

29 January 1985.

MR A R CROM
FOREST DISTRICT MANAGER
FORESTAY COMMISSION
MORAY FOREST DISTRICT.
NEWTON
ELGIN.

Dear Mr Crom,

Thank you for your letter of 24 January 1985. Am sorry I missed you on both my visits to Newton but will be only too pleased to call and supply any further information you require.

I hope the following results of my findings will update your records. The map reference is as accurate as an O.S. grid can give but since the last forest update was mapped several minor forest rides have appeared. However the large ride running North-South with a trig-point at its summit is my main pointer. (This ride also used to have a wooden fire observation tower near the trig point but this has recently been pulled down), the crash site being to the West of this ride midway between the forest road leading from Wellhill to the round pond or duck pond and the southerly forest road that branches sharp left as soon as you are through the Wellhill gate.

If you should have any problem locating the wreckage I am always available to accompany you on a suitable date.

Details of the disaster follow over leaf:-

AIRCRAFT CRASH SITE IN CULBIN

MAP REFERENCE :- NH 988614

AIRCRAFT TYPE :- VICKERS-ARMSTRONGS
TYPE 462 WARWICK. ASR-1.

MILITARY SERIAL :- BV 512.

TIME AND DATE OF CRASH :- 11 AM on 5 Dec 1945.

Aircraft was seen to dive vertically into the ground from 900 feet while on a training flight from RAF Kinton, exploding and burning on impact killing the two crew members.

Wreckage still remaining at the site include the following:- Two 18 cylinder Pratt & Whitney R-2800 Double Wasp radial engines, three large propeller exhaust stacks, mid-upper turret ring and gearing, propeller feathering box, pieces of undercarriage assembly, ammunition ducting channels, pieces of fuselage tubing and geodetic lattice framing, sections of armour plating, small pieces of perspex, impacted and moulten metal, nitrogen bottles, plus some impacted radio boxes and aerofoil shaped framing of the ASV Mk II radar aeroids.

The site is only visible when you are within a few yards of the impact point but once there the large clearing amongst the mature trees caused by the destruction of young forest at the time is very evident. An excavation attempt several years ago, by apparently a scrap dealer, of one of the engines has left a deep water-filled hole but no further recovery has been attempted.

I hope this information updates your records.

Yours Sincerely

L. Mitchell