

ACCIDENT CLASSIFICATION

UNIT 10 BR. COM. E PLACE Torbay DATE 10-4-44 TIME 2350 GMT
 H.Q. FILE 1100-37-05

A/C TYPE LIBERATOR V NO. 3705 CRASH CAT. "D" S.E. M.E. DAY NIGHT x x

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL
BRADLEY, C.W. DFC	F/L	J5994	CAPT	Uninj.	No sig
RIDDEL, F.R.	F/L	J3999	1 P	Uninj.	
DYCK, M.M.	F/O	J11632	NAV	Uninj.	D 14 (REVISED)
WRIGHT, H.R.	P/O	J37353	WAG	Uninj.	
SHERMAN, E.L.	WO2	R11796	"	Uninj.	#1
GILFILLAN, JJ	WO2	R89685	"	Uninj.	
WILSON, G.V.	SGT	R73135	WEM	Uninj.	

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
R-1830-65	8657/BP425082	Nil					
	8658/425160	Nil					
	8659/425136	Nil	99	152	76	9	1269 2
	8660/425169	Nil	103	166	86	15	1311 155

TYPE OF A/C: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62

TYPE OF UNIT: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62

CATEGORY: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62

COMMAND: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62

MONTH: 1 2 3 4 5 6 7 8 9 10 11 12

STAGE OF FLIGHT: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62

ACCIDENT CLASSIFICATION

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62

PURPOSE OF FLIGHT:

Convoy escort.

TECHNICAL OFFICER'S REPORT:

NIL

LRG/XCR

NATURE OF ACCIDENT:

On landing run, stbd wheel of u/c caught in snow drift 36' in from right hand line of flares. A/C swung to stbd in spite of full left brake and finally stopped at right angles to runway with nose wheel in 3' of snow. In position, a/c was still between two rows of flares.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

CLASSIFICATION:

~~57. Miscellaneous.~~

2. Swung

(2)

SECONDARY OR CONTRIBUTORY FACTORS:

~~44. Bad surface.~~

ACTION TAKEN:

NIL