

ACCIDENT CLASSIFICATION

UNIT 5 O.T.U. Detach.	COM. W.	PLACE App. N.N.W. Whennock B.C 1.5 mls.	DATE 4-2-45	TIME 21.40 GMT
A/C TYPE LIBERATOR	NO. EW 134	CRASH CAT. "A"	S.E.	M.E. X
			DAY	NIGHT X
			H.O. FILE 1300-EW134-1	

COMMAND

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
CARSCADDEN, C.H.,	S/L	J2968	U/T P.	Missing	No. A.31	DATE 4-2
BEVESON, W.G.,	F/L	J12574	Inst.P.	Missing		
SCHNEEBERGER, W.,	F/O	J28601	U/T 2P.	Missing	D 14 (REVISED)	
MAYNARD, R.E.,	F/O	J23453	WOAG INS.	Missing	No.	CHECKED
WEISS, H.S.	P/O	J47055	WAG	KILLED		
THERIEN, J.L.,	P/O	J47056	WAG	Missing	1	
NIEMI, H.J.,	Sgt.	R117196	Elect.	Missing		

MONTH

STAGE OF FLIGHT

ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE		TOTAL	
				DUAL	SOLO	DUAL	SOLO
Twin Wasp	430302 - 1	Totally					
P. & W.	429785 - 2						
	429708 - 3	79	170	4	-	183	1408
	435870 - 4	47	245	4	53	105	752
		73	101	1	-	208	850

FORCED LANDING
TAXIING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJ.
INJURY 3rd
INJURY 5th

ACCIDENT CLASSIFICATION

PURPOSE OF FLIGHT:

Dual Instructions. At time of accident
Electrician would be synchronizing generators. Unknown

NATURE OF ACCIDENT:

Crew was to carry out local dual, after
synchronizing generators. Before
accident a/c was seen to be flying in

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2535

CAUSE: Due to pilot error in that he attempted

an easterly direction, straight and level. to bank a/c to port on an unoperative outer
Reports given that No. 1 engine was seen engine at an altitude of 2 to 300' above the
to be wind milling then a/c turned slowly existing terrain and the a/c apparantly stalled
to port and then went into a steep turn and whilst in this turn and crashed, which may have
disappeared into the hill. Hill north of been due to port inner propellor being feathered
Whenock is 800'. ed whilst attempting to unfeather outer port.

RECOMMENDATIONS: All feathering exercises and
emergency flight procedures be carried out at
not less than 5000' altitude.

CLASSIFICATION:

19. Out of Control.

CONCLUSIONS OF A.I.B.: Agree with findings.
Agree that possible cause of accident was due
to feathering of port inner instead of unfeather-
ing port outer prop. However, several witnesses
state that engines appeared to run in erratic
manner and possibility of icing cannot be over-

SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

Nil looked. Noted, no Flt Engin. included
in crew.