

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

|  |  |                    |                          |      |                                |                      |
|--|--|--------------------|--------------------------|------|--------------------------------|----------------------|
| UNIT <b>No. 11 (BR) Sqdn.</b><br><b>Pat. Bay, B.C.</b> |  | COM.<br><b>W.</b>  | PLACE<br><b>M.A.</b>     |      | DATE<br><b>18-6-45</b>         | TIME<br><b>19.05</b> |
| A/C TYPE<br><b>LIBERATOR VI</b>                        |  | NO.<br><b>3716</b> | CRASH CAT.<br><b>"C"</b> |      | H.Q. FILE<br><b>1100-37-16</b> |                      |
|  |  |                    |                          | S.E. | M.E.                           | DAY NIGHT            |
|  |  |                    |                          |      | <b>X</b>                       | <b>X</b>             |

TYPE OF A/C

TYPE OF UNIT

CATEGORY

| PERSONNEL            | RANK | NUMBER             | DUTY       | INJURIES      | SIGNAL              |                     |
|----------------------|------|--------------------|------------|---------------|---------------------|---------------------|
| <b>STUART, J.D.,</b> |      | <b>LAG R176467</b> | <b>AEW</b> | <b>Uninj.</b> | NO.<br><b>A.201</b> | DATE<br><b>18-6</b> |
| <i>N.A.F.A.</i>      |      |                    |            |               | D 14 (REVISED)      |                     |
|                      |      |                    |            |               | NO.<br><b>1</b>     | CHECKED             |
|                      |      |                    |            |               | <b>3</b>            |                     |

COMMAND

MONTH

STAGE OF FLIGHT

7  
4  
2  
1  
7  
4  
2  
1  
FORCED LANDING  
LANDING  
TAKE-OFF  
FLIGHT  
STATRY  
FATAL  
INJ. 360  
INJURY 360

| ENGINE             | ENGINE NUMBER (S)           | HOURS FLOWN BY PILOTS |       |         |      |       |      |
|--------------------|-----------------------------|-----------------------|-------|---------|------|-------|------|
|                    |                             | INST.                 | NIGHT | ON TYPE |      | TOTAL |      |
|                    |                             |                       |       | DUAL    | SOLO | DUAL  | SOLO |
| <b>P. &amp; W.</b> | <b>#1 8701/BP446493 M11</b> |                       |       |         |      |       |      |
| <b>R1830-65</b>    | <b>#2 8702/BP446315 M11</b> |                       |       |         |      |       |      |
|                    | <b>#3 8703/BP446339 M11</b> | -                     | -     | -       | -    | -     | -    |
|                    | <b>#4 8704/BP449200 M11</b> |                       |       |         |      |       |      |

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:

Taxing a/c from scene of fire.

NATURE OF ACCIDENT:

LAC Stuart was watching a ball game behind the Hangar, when he glanced towards the a/c parked along the tarmac in front of hangar, and noticed smoke coming from the top hatch of a parked Liberator. Ran over to a/c parked beside the burning a/c, climbed into the cockpit and another boy started the A.P.O. Started engine, released brakes, taxied straight out on to tarmac, then turned right. Both brakes were off, increased power to clear stbd. wing, heard a snap  
CLASSIFICATION: (and the nose went down.

SECONDARY OR CONTRIBUTORY FACTORS:

TECHNICAL OFFICER'S REPORT:

Failure of nose wheel shock strut caused by excessive use of engine power during an attempt to swing a/c clear of an obstruction.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No.

ACTION TAKEN:

Nil - Airman showed initiative and is to be complimented for his action in moving the a/c.