

Brooks, Lloyd William

Age: 37

Nationality: American

Rank: Flying Officer

Unit: No. 3 (CAC)

Occupation: Pilot

Service No: C2649

Birth: 11 February 1904
Joplin, Missouri, U.S.A.

Home Town: North Bend, Oregon, U.S.A.

Death: 21 September 1941

Crash of Avro Anson N-9818,
Mountain Top, NW of Yale BC, Canada

Burial: Cremated and ashes buried in cairn at site of crash.

Others: Sergeant Lionel Posten Britland (WAG); Corporal Douglas Buchanan Wortley (passenger)



Biography

Lloyd William Brooks already had 3344 hours of flying when he applied to join the RCAF. After three years as a boxing instructor in the Michigan Police, he became a full time commercial pilot. From 1930 to 1936, Lloyd was crop dusting, sowing seed by aeroplane, barnstorming and flying passengers. From 1936 until his application to enlist in February 1940, he was flying passengers and freight in Alaska.

Lloyd travelled to Vancouver to be recruited as a fully qualified Sergeant Pilot; by the end of 1940, he had been commissioned as a Flying Officer. After service in several stations he was transferred to Patricia Bay in February 1941.

When Lloyd was recruited he was an impressive 6'4"/245 lbs, and described as of very good appearance and dress, keen and alert; a perfect gentleman with an excellent temperament for a flying instructor.

All the flying skill he had acquired could not help Lloyd when his plane, unequipped to deal with icing conditions, crashed on a mountain top NW of Yale BC, killing all three occupants.

Lloyd was born 11 February 1904 in Joplin, Missouri, USA, to John W. Brooks and Georgia Montgomery; both Americans. He had three brothers and four sisters. He attended Kansas University from 1922 to 1924 studying Civil Engineering but left before graduation. He married Ada Helen Painter in 1925 and they had two children: Lloyd, William b. 1927 and Dana J. b. 1930.

Details of Crash

Avro Anson N9818 crashed on the top of a mountain in the Lillooet Range, about eight miles NW of Yale, BC, while being ferried from Edmonton, Alberta to #32 OCU Patricia Bay. It was 5,800ft above sea level at 49° 33" N. 121° 30" W. There were three men aboard: F/O Brooks (pilot), Sergeant Lionel Posten Britland (wireless operator and gunner), and Corporal Douglas Buchanan Wortley, on leave from McLeod Alberta. The date was 21 September 1941.

At Patricia Bay the plane was reported as three hours overdue. A search party was sent out but returned at 7:30 pm, having found nothing. On September 22nd the search resumed at 7:00 am and the wreckage was located. A rescue party set out on foot. The next day, a message was received at 4:00 pm that all of the occupants were dead. For the next two days supplies were dropped for the rescue party. On September 26th, a message was received advising of the impossibility of bringing the bodies out. Permission was sought from the next of kin to cremate the bodies on the mountain and erect a stone cairn over the ashes. A suitable burial service was read by one of the rescue party, Pilot Officer Black.

The court of inquiry convened after the attack concluded that the primary cause of the crash was that the aircraft was forced down by icing conditions encountered in cloud, and the secondary cause was the failure of flying instruments due to ice formation.

The propeller blades were bent backwards, without being twisted, indicating that both engines stopped before landing; possibly due to icing. The recommendation of the court was that planes not fly in cloud or on instruments when icing conditions are reported to exist.





Avro Anson Mk I