

Tull, Lloyd Henry

Age: 21
Nationality: Canadian
Rank: LAC
Unit: No. 11 Squadron
Occupation: Aero Engine Mechanic
Service No: R/261754
Birth: 1 January 1924,
Victoria, BC,
Canada
Home Town: Victoria, BC,
Canada
Death: 13 July 1945,



Consolidated B-24 Liberator 11121
hit mountain seven miles from
Bamfield, BC, Canada

Burial: Commemorated Ottawa Memorial
Buried near Bamfield, BC.

Others: All RCAF: F/O William Edward Davies, pilot;
F/O Robert Joseph Martello, 2nd Pilot; F/O Nicholas
Maxwell Popovitch, Navigator; WO 1 Victor Gilbert
Crosson, WAG; F/S Donald William Hope, F/E;
F/O Harry A. Lowe, WO; WO 2 Joseph B. Presse, WAG;
Passengers; Sgt Pamela Bennett; Corporal Nora Johnson;
LAC Margaret Mann; LAC Lloyd Tull; Corporal Norman
Johnson; LAC Raymond Kiteley; Corporal William Hrysko

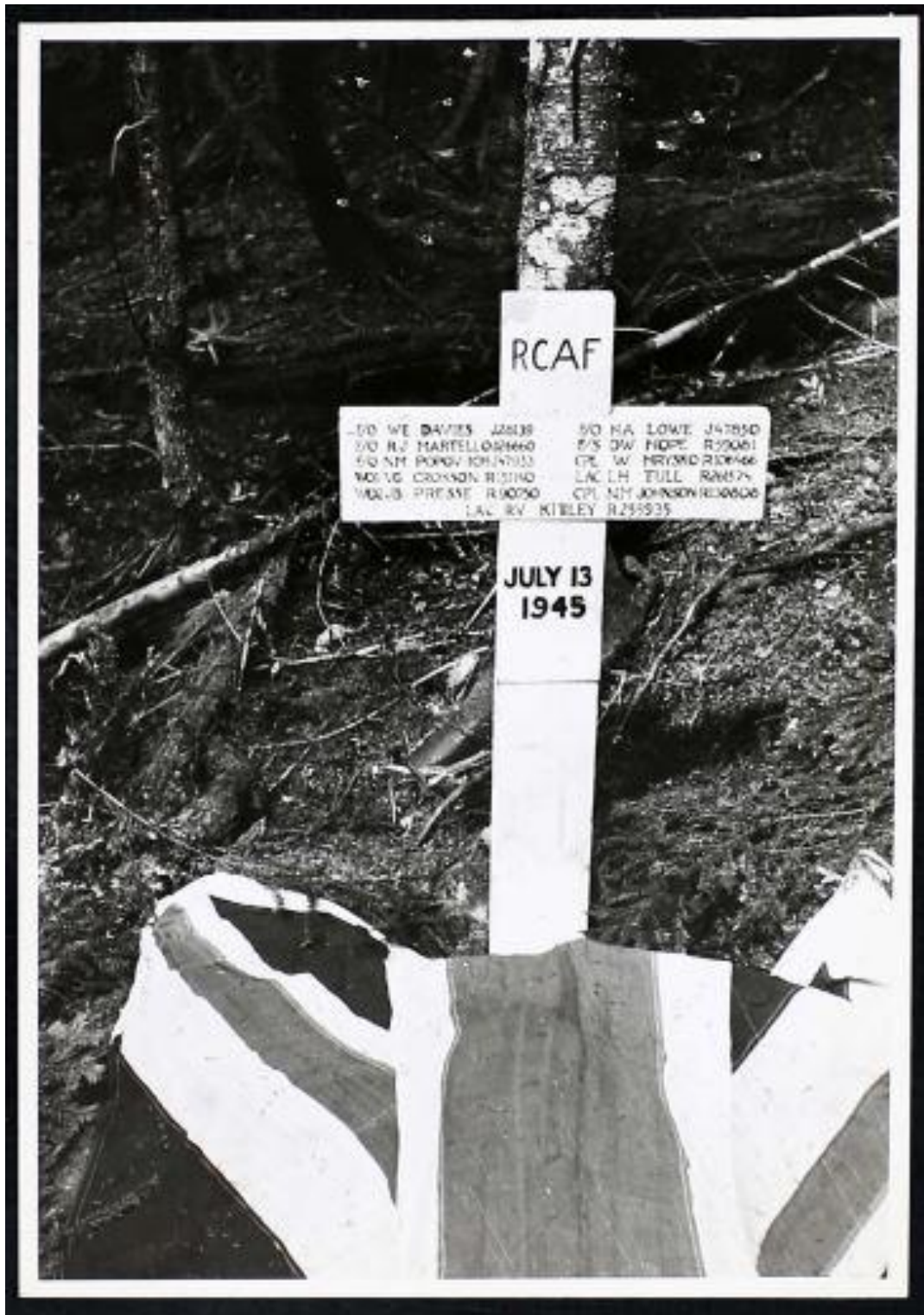
Biography

Lloyd Henry Tull did not serve at Patricia Bay, but in No. 5 OTU at Comox, BC. On Friday, 13 July 1945, he made a truly unlucky decision. He had two weeks annual leave granted from the following Monday, and when Consolidated B-24 Liberator 11121 was due to take off from Comox Airport, despite not being authorized as a passenger, he slipped aboard, hitching a ride to his home town of Victoria. Shortly after stopping in Tofino, BC, the aircraft crashed into the side of a mountain while flying in cloud. There were no survivors.

Lloyd had been born 21½ years earlier, on 1 January 1924, in Edmonton, Alberta, to Fred Tull and Mabel Frances Henderson, both born in USA but holding Canadian citizenship. Lloyd was the youngest and the only child living with his parents. There was a brother, Russell, b. 1916, and two sisters, Marie, b. 1911 and Olive, b. 1914, both married and living in Edmonton, AB, by 1945. Fred was a building contractor and Lloyd worked for his father as a carpenter after he left school with Alberta Grade 11, until he enlisted in the RCAF. He either wanted to return to this work after his service, or to become a chiropractor.

By 1943 the family were living in British Columbia and Lloyd, who was unusually small at 5 ft 3½ and 120 lbs, enlisted in Vancouver, on 6 July 1943, for ground duties. He seems to have made little impression on either the Medical Officer or the Interviewing officer being described by no more than '*average type*' and '*average intelligence*'. He was selected for a aero engine mechanic (AEM) and sent for technical training in St. Thomas, Ontario. From St. Thomas he went to No. 13 SFTS in Battleford, Saskatchewan, where he was promoted to LAC on 1 October 1944 and earned his AEM "A" on 2 October 1944. On 25 January 1945, Lloyd was posted to No. 5 OTU in Comox, BC, and remained there until his death.

Lloyd is commemorated on the Commonwealth Air Forces Memorial, Ottawa, Ontario and shares a grave with the nine other men on Liberator 11121 where it crashed, seven miles ESE of Bamfield, BC.



TLH3

Details of Crash

On Friday, 13 July 1945, F/O William Edward Davies took off from Patricia Bay station at 08:51 on a standard exercise. He was flying Consolidated B-24 Liberator 11121 with a crew of six; all members of RCAF #11 Squadron in Patricia Bay:

F/O Robert Joseph Martello	2 nd Pilot
F/O Nicholas Maxwell Popovitch	Navigator
WO 1 Victor Gilbert Crosson	WAG
F/S Donald William Hope	F/E
F/O Harry Alexander Lowe	WO
WO 2 Joseph Bertrand Presse	WAG

Davies had flown this exercise once as second pilot but this was his first time as first pilot. He was a qualified first pilot both day and night on Liberators. He had been trained at USAAF Field, Smyrna, Tennessee, had been with No. 11 squadron about a year, and was fully certified for instrument flight. The second pilot and remaining crew members were also fully qualified.

The exercise was an ordinary cross country flight used to familiarize pilots with the aerodromes in the immediate area, as well as giving Navigators a chance to familiarize themselves with the coast of Vancouver Island. The route was from Patricia Bay to Comox, via Abbotsford and Boundary Bay, followed by Comox to Tofino via Port Hardy, and ending with Tofino to Patricia Bay. Before leaving Patricia Bay, the pilot filed a flight plan to Comox. There were no passengers on this leg of the trip.

At Comox, three passengers were approved for the flight: Sergeant Pamela Bennett, Corporal Nora Johnson and LAC Margaret Mann. A fourth passenger, LAC Lloyd Tull, was reported to have boarded the flight just before departure. Before leaving Comox, the pilot filed the flight plan to Tofino.

At Tofino it was arranged that three more passengers would be taken on board: Corporal Norman Johnson, LAC Raymond Kitely and Corporal William Hrysko. The weather report at Tofino showed extensive fog banks to the south and west. The aircraft took off at 4:43 pm and the pilot planned to be at 10,000 feet at Ucluelet, which indicated that he planned to cross the island at high altitude rather than follow the coast where the fog lay. At 4:46 pm the aircraft made

contact reporting to be at 49°05N 125°45 W, still, after 13 minutes, within the vicinity of Tofino airfield.

This was the last contact made with 11121 and when it failed to arrive at Patricia Bay at its ETA search procedures were instigated.

The wreckage of the aircraft was found four days later, on 17th July 1945, about seven miles east south east of Bamfield, BC. It took ground searchers four days to reach the crash site where they confirmed there were no survivors.

At the inquiry into the crash, F/O W.G. Skerik, Air Search Rescue Officer at Tofino, gave the following information:

“I was on the first rescue party to reach the crash of Liberator 11121. The position of same was 48°48N, 124°58.30W. I estimated the track of Liberator 11121 prior to the crash to be 77°T.

I identified the body of Cpl. N.M Johnson by a wallet on his clothing, Cpl. Hrysko by his wallet, F/O Martello by his wallet, F/O Popovitch by his identity bracelet, F/O Davies by a belt buckle, initial ‘D’ and by a ring initialled ‘W.E.D.’, and an RCAF watch serial No. 1165702, F/S Hope by his identity discs. Seven bodies were found which could not be identified, one of which was definitely a woman and one probably a woman. The other five were definitely identified as men.

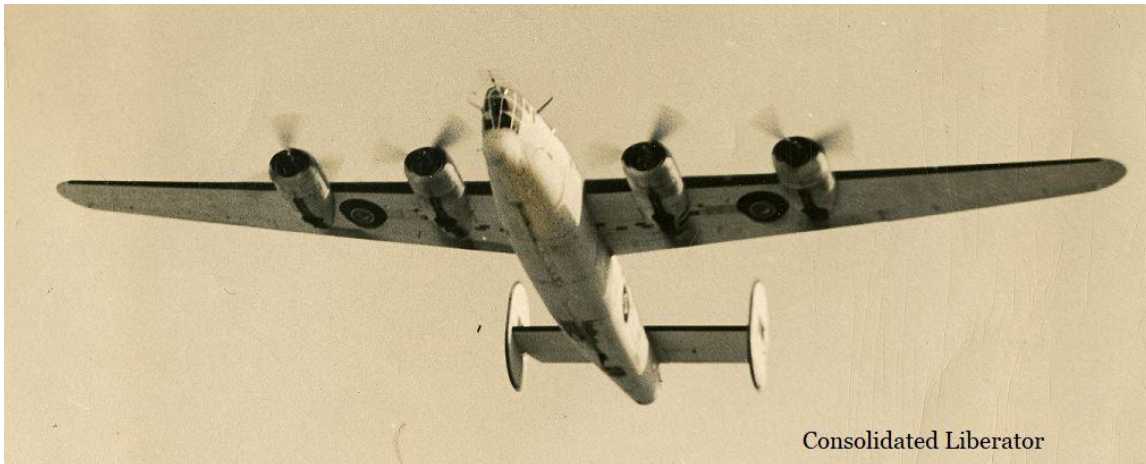
I searched the slope for about 300 yards below the point of impact for evidence of anyone jumping etc. But nothing was found.”

Due to the difficulty in locating the crash site the bodies could not be brought out for burial and two graves were dug by the wreckage; one for men and one for women. The chaplain, accompanying the search party conducted a funeral service and crosses were erected over the graves. Coinciding as closely as possible with the funeral service a memorial service was held at Patricia Bay in front of a Station Liberator, conducted by the Station Chaplain and attended by all available officers and airmen of No. 11 Squadron.

In 1982, airmen from Comox Base erected a more permanent cairn and bronze plaque, which were dedicated in an official ceremony in 1983.

The conclusion of the inquiry into the crash blames the pilot, in that, contrary to

orders, he flew into cloud instead of finding a route through the breaks in the overcast to reach his planned altitude. While in the cloud, he flew into the side of a mountain ESE of Bamfield. The Tofino Base was also found at fault for allowing the pilot to take off for Patricia Bay in the weather conditions that afternoon.



Consolidated Liberator





