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DUTY ON WHICH ENGAGED:

Operational patrol off Mouth of Bay of Fundy.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Court of Inquiry

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 3-6-42.

Disappeared on patrol which was detailed as follows:- Proceed to Digby Gut, thence to south-west head of Grand Manan Island, and assuming a visibility of five miles carry out a creeping line ahead patrol, in the area bounded by the following points:-

COMPOSITION:

S/L Fairbairn, D.I. No. 34 O.T.U. RAF Pennfield.
F/L Small (C1379) No. 162 (BR) Sqdn. Yarmouth.
F/L Forbes, D.L. (C1007) No. 6 (CAC) Det. Yarmouth.

- (1) Yarmouth (2) Digby Gut
- (3) South-west head of Grand Manan Island
- (4) 43 35 N. 68 00 W. return to base by 1915 G.M.T.

RECOMMENDATIONS:

The court strongly recommends that the operations room be authorized to instruct pilots to send a short call sign every hour when on patrol and any sort where this information will be of no value to the enemy. If on convoy the A/C to fly 50-70 miles away and transmit from that position.

Primary Cause:-

ACTION TAKEN: Discipline. NOTE: PRESENT SIGNAL SYSTEM CONSIDERED ADEQUATE IF FOLLOWED CORRECTLY. A.M.A.S./Cps.

Unknown.

Lecture given by Squadron Commander on Low Dive Bombing especially over Glassy Water.

~~A/C did not transmit "letter" six times before takeoff and nothing was heard from A/C thereafter.~~

CONCLUSIONS OF A.I.B.

A/C on submarine patrol failed to return to base, and nothing has been heard of A/C or crew following the take-off. It is considered A/C "lost at sea" and the occupants may reasonably be "presumed dead".

23. Not known.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

CHECKED BY

DATE