

ACCIDENT CLASSIFICATION												
UNIT 31 O.T.U. Debort		COM. E		PLACE At sea				DATE 30-10-43		TIME 2030		COMMAND
A/C TYPE HUDSON VI		NO. FK443		CRASH CAT. A		H.Q. FILE 1300-FK443-1		S.E.	M.E. X	DAY	NIGHT X	
PERSONNEL			RANK	NUMBER	DUTY	INJURIES		SIGNAL		MONTH		
Young, A.W.			SGT	R159283	P	Missing.		NO.	DATE	FORCED LANDING		
Pattison, E.			SGT	1558917	NAV	Missing.		A. 4	31-10	TAXIING		
Fraser, H.S.T.			SGT	R76056	WAG	Missing.		D 14 (REVISED)		LANDING		
Horton, A.J.			SGT	R124761	WAG	Missing.		NO.	CHECKED	TAKE-OFF		
								#8		FLIGHT		
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS				STAGE OF FLIGHT		STATRY		
Twin Wasp RI830-67		P.41-44251/51335 S.41-44659/51743		INST.	NIGHT	ON TYPE		TOTAL		FATAL		
						SOLO	DUAL	SOLO	DUAL	INJ.		
										3RD		
										INJURY		
ACCIDENT CLASSIFICATION												

PURPOSE OF FLIGHT:

Dusk Anti-submarine patrol.

NATURE OF ACCIDENT:

Took off at 1743 hrs.GMT on Anti-Submarine patrol, 5 $\frac{3}{4}$ hrs. duration. Gave position at 1819 hrs. E. of Halifax at Sea. An O.K. heard at base but no position given at 2015 hrs. Not any trace thereafter.

CLASSIFICATION:

60. Missing

23

SECONDARY OR CONTRIBUTORY FACTORS:

59. Obscure

TECHNICAL OFFICER'S REPORT:

Nil

A/C fully serviceable before flight.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

Obscure - missing.

SUMMARY No. 2136

RECOMMENDATIONS

At O.T.U.'s, on patrols maintaining wireless silence, half hourly O.K.'s be insisted on, and each crew be checked if failing therein.

Remarks by C.O.

Unit orders already stress importance of sending O.K. signal at $\frac{1}{2}$ hr. periods and W/T logs are checked after each flight. Cases exist, however, where O.K. signal is not heard at base due to atmospheric or other reasons, such as getting out of W/T contact due to descending to investigate objects on surface which may look suspicious.

CONCLUSIONS OF A.I.B.

Cause obscure.

ACTION TAKEN: