

ACCIDENT CLASSIFICATION

UNIT 31 O.T.U. Debert		COM. E	PLACE		DATE 2-4-44	TIME				
A/C TYPE HUDSON VI		NO. FK541	CRASH CAT.		H.Q. FILE 1300-FK541-1					
PERSONNEL		RANK	NUMBER	DUTY	INJURIES		SIGNAL			
HORTON, I. C.		P/O	J35567	PP	Missing.		NO. A48 DATE 2-4			
ROBERTSON, J.I.		P/O	J38435	NAV.	Missing.		D 14 (REVISED)			
KEEGAN, C.C.		SGT	R185401	WAG	"		NO. 1 CHECKED <input checked="" type="checkbox"/>			
RENAUD, J.AR.		SGT	R141551	WAG	"		#1			
ENGINE		ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS						
Twin Wasp R183067		17049/41/14979 Missing		INST.	NIGHT	ON TYPE		TOTAL		
		17062/41/14992		"	43	32	SOLO	DUAL	SOLO	DUAL
							42	43	155	199

ACCIDENT CLASSIFICATION

TYPE OF A/C

TYPE OF UNIT

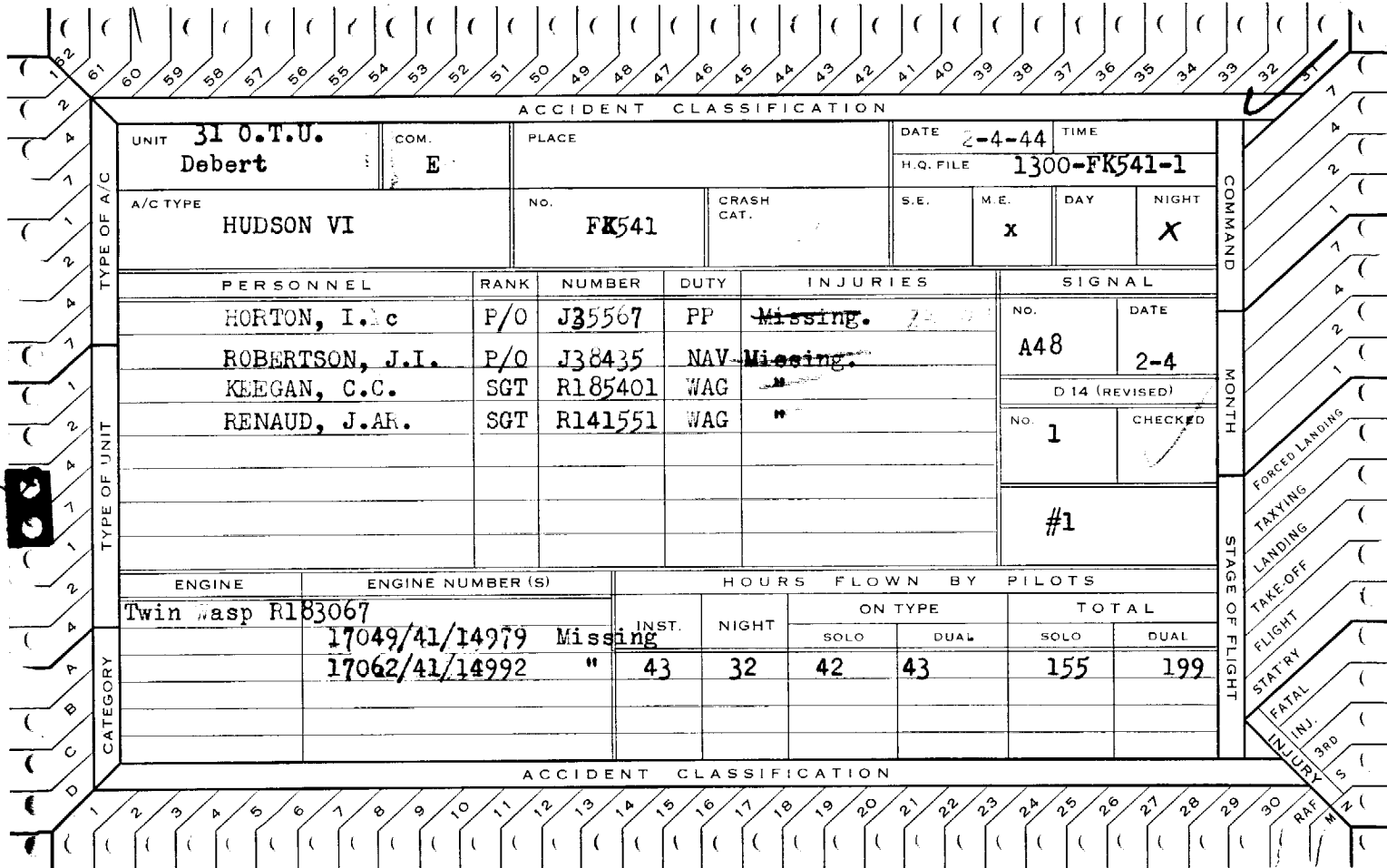
CATEGORY

COMMAND

MONTH

STAGE OF FLIGHT

FORCED LANDING
TAXYING
LANDING
TAKEOFF
FLIGHT
STATRY
FATAL
INJURY
3RD
INJURY



PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT: ~~///~~ INK

O.T.F. No. 3

NATURE OF ACCIDENT:

A/C was in communication with base for 35 minutes after which no contact could be made.

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2329

CAUSE: Obscure

RECOMMENDATIONS: (A) At his unit, dinghy practice more closely resembling actuality. (B) more instructions on the operation of the dinghy radio. (C) Sending of practice message on 500 kcs, frequency by W.A.G.s (D) In every case where it is possible, the use of creeping line ahead a/c searching plan as set out by the 10th Witness, page 14, ques.15.

CLASSIFICATION:

FINDINGS OF INVESTIGATION : See Summary 2329

60. Missing.

REMARKS OF C.O. See Summary 2329

CONCLUSIONS OF A.I.B.

Agree with findings and recommendations.

23 Not known
SECONDARY OR CONTRIBUTORY FACTORS:

ACTION TAKEN:

NIL