

BRIEF REPORT ON LIBERATOR 3701 H/10

FLIGHT PLAN: LIBERATOR H/10 pilot F/L Poirier plus 26 departed Gander 2216 GMT for Mont Joli ETA 0216 GMT, alternate Dorval, route direct, altitude 7000, speed 175 mph, radio frequencies 3017.5 and 6240, call sign CMDH.

19 Oct. (All times below, GMT)

- 2240 Flight plan received by Flying Control. Called Mont Joli for a weather report and found their weather unfit.
- 2300 One Group Flying Control contacted, and requested to advise A/C of Mont Joli weather. One G.F.C. advise pilot was warned of the weather before departure, and expected to have to fly on to Dorval. Gander is still working the A/C by W/T and will be asked to warn A/C of the weather.
- 2325 Position report from Lib. H : Position 4830N 5830W at 2320.
- 2356 Position report from Lib. H : 4830N 6030W at 2356.

20 Oct.

- 0020 Position report from Lib H : 4830N 6230W at 0020.
- 0200 Lib H over Mont Joli. Contacted the tower on 3017.5 and advised he was proceeding to Dorval and switching frequency to 3105 (range). Dorval advised by signal to expect Liberator.
- 0345 A/C has not arrived at Dorval; no further signals received from it since reporting to Mont Joli. W/T listening watches immediately opened at Shediac, Chatham, Mont Joli, Presque Isle, Bagotville, Dorval and Ancienne Lorette on 3202.5 kcs (night guard). Certain stations instructed to call A/C on this frequency.
- 0916 Endurance of A/C now passed.
- 1000 Extensive search organized. AFHQ advised. Radio broadcast arranged through CBC, to go out from several broadcasting stations in Quebec and New Brunswick.
- 1400 Search commenced.
- 1500 ADC reports started to come in. During the course of the search a total of approximately 53 ADC reports was received, every one of which was individually investigated. On several occasions the RCMP were requested to investigate these reports for reliability and authenticity, and on other occasions RCAF Officers did the investigating. An Air search was made of every area from which a report was received.
- 2200 Search carried out first day by A/C from Dorval, Ancienne Lorette, Bagotville. Other stations prevented from sending off A/C due to weather.

21 Oct. Search continued by A/C from Dorval, Ancienne Lorette, Bagotville and Mont Joli.

22 Oct. Search continued. Since no results had been obtained up to this date, 162 Squadron was ordered to move in full strength from Goose Bay to Mont Joli for a period of approximately two weeks to conduct an extensive search of all areas.

- 23 Oct. One G.F.C. now advise that the Liberator was equipped with " Gibson Girl" dinghy radio, and request continuous watch on 500 kcs for SOS transmissions. Listening watches were opened at several stations in accordance with this request. A/C on search also instructed to maintain watch on this frequency. Numerous reports of intercepts were received, and bearings taken, but none led to any result.
- Search continued.
- 24 Oct. Search continued.
- 25 Oct. 162 Squadron arrived at Mont Joli. Navigation Officer from E.A.C. H.Q. sent to Mont Joli to collaborate with the Squadron in conducting the search. Supply dropping apparatus is ready at Mont Joli for immediate use if survivors are sighted.
- 26 Oct. Intensive search was continued by 162 Squadron and also by A/C of other units until 23 of November when the search was officially abandoned.
- 27 Nov. The last A/C of 162 Squadron has moved from Mont Joli to Dartmouth. 119 Squadron was still based at Mont Joli and carried out several additional searches up until Dec. 3.

Following is a chart of the searches actually carried out showing the number of daily sorties and total hours of flying time by each unit. The numbers given here are not positively accurate but are sufficiently so to present a good picture of the whole search. Control of searches from Dorval and Rockcliffe was taken over by AFHQ from Nov. 1st, and no results of their subsequent searches are available here. In addition, a search of Newfoundland territory was conducted by 1 Group.

The results here presented indicate that a total of 728 sorties were made in this search adding up to a total of 2438 flying hours by all types of aircraft. It will be noticed from the chart that search aircraft were particularly unfortunate in encountering consistently bad weather, which had the effect of unduly prolonging the search.