

Second World War - Pilot Officer M Hubbard, Sergeant D W Smith, Sergeant K W B Perkins, Sergeant D Davey: killed; aircraft accident, Hampden X3154, 106 Squadron, 21 December 1940

The following is from the National Archives: 81/4637

REPORT ON FLYING ACCIDENT OR FORCED LANDING NOT ATTRIBUTABLE TO ENEMY ACTION

Form 765 (C)
(Revised)

(i) This incident was already been reported to the Air Ministry by signal, reference No. Ringway. Two copies of form 765 (C) accordingly now sent direct to Air Ministry.

(ii) This incident has not been reported by signal to the Air Ministry. One copy of form 765 (C) now sent direct to Air Ministry. T.957. 21.12.

1. Unit. <u>No. 106 Squadron.</u>	Command. <u>Bomber.</u>	5. Nature of Flight.	Day.	Night.
2. Serial No. of Form. <u>33.</u>		(i) Operational ...	...	...
3. Date of Incident. <u>21.12.40.</u>		(ii) Non-operational ...	...	...
4. Site of Incident—		See footnote A (a) Solo ab initio ...	...	<u>Yes.</u>
(A) Aerodrome, name of		(b) Dual ab initio ...	...	...
(B) Landing ground, name of		(c) Other non-operational ...	...	...
(C) Place, if not (A) or (B) <u>Chapelton Rd. Chapel-in-le-Frith Derbyshire.</u>		"Yes" in appropriate space.		
6. Pilot.		Hours flown solo on type quoted in Part 7 ...	<u>23.00</u>	<u>5.45</u>
Name <u>HUBBARD, M.</u>		Hours flown solo on all types ...	<u>161.40</u>	<u>8.20</u>
Rank <u>P/O.</u>		Hours flown by instruments ...	...	...
Number <u>83259.</u>		Hours on Link Trainer ...	...	...

7. TYPE OF AIRFRAME AND ENGINE and extent of damage (see footnotes to this section).

Details of airframe and engine.	Airframe.	Engine.			
		Single or Port.	Starboard.	Centre Port.	Centre Starboard.
Type	<u>Hampden</u>	<u>Pegasus</u>	<u>Pegasus</u>		
Mark or series	<u>1</u>	<u>XV111</u>	<u>XV111</u>		
R.A.F. No.	<u>X3154</u>	<u>S.6589/154677</u>	<u>S.6217/151891.</u>		
*Total hours run					
*Date last installed in airframe					
†Extent of damage	<u>W.</u>	<u>W.</u>	<u>W.</u>		

* To be quoted only for incidents involving defect or failure of airframe or engine.

† Extent of damage to be indicated as—
W = Write off unrepairable or lost.

R = Repairable but beyond unit's capacity to repair.

M = Repairable at unit
U = No damage.

8. Did fire occur (i) In air? <u>No.</u>	(ii) On ground? <u>Yes.</u>
9. Was Accidents Branch notified? <u>Yes.</u>	10. Was Salvage Organisation notified? <u>Yes.</u>
11. Is (A) a Court of Inquiry or (B) an Investigation being held or (C) a commanding officer's full report being rendered?	12. This flight is being included in this Unit's flying hour summary on (Form 765 A. <u>DATE 765 A</u>) (Delete as necessary).

13. Occupants killed, or missing, or who received injuries necessitating admission to sick quarters or hospital.

Killed.			Injured.		
Rank.	Name and initials.	R.A.F. No.	Rank.	Name and initials.	R.A.F. No.
<u>P/O.</u>	<u>M. Hubbard</u>	<u>83259</u>			
<u>Sgt.</u>	<u>K.W.B. Perkins</u>	<u>590585</u>			
<u>Sgt.</u>	<u>D.W. Smith</u>	<u>648240</u>			
<u>Sgt.</u>	<u>D. Davey</u>	<u>553939</u>			

NOTE—A (Part 5)—Applicable only to elementary or intermediate training at flying training schools.

B (Part 6)—Night flying hours required only if incident occurred at night.

C (Part 6)—Instrument and Link Trainer hours required only if loss of control at night or in bad visibility or cloud by day was the sole or a contributory cause of the accident.

14. Summary of pilot's report (to be given in every case). In addition, in cases of engine failure, information given as to the behaviour of engine and details of throttle movement immediately before failure.

Pilot killed.

Height at which engine failure occurred

During take-off run. A.

Before reaching 500 ft. B.

After reaching 500 ft. C.

Quote A, B, or C as appropriate...N.A.....

15. Technical report by unit's specialist officer.

(i) Remarks.

Aircraft a complete write-off.
Machine appears to have flown straight into side of hill
and caught fire.

(ii) Is Form 1022 being rendered?

No.

(Sgd) ALEX. D. STEWART E/O.

16. Remarks by Unit Commander and notes of any action taken as a result of this incident (other than action noted in Parts 9, 10, 11, and 15 (ii)).

(i) Diagnosis of primary cause of accident or forced landing.

Unknown.

(ii) Diagnosis of secondary cause of accident or forced landing.

Unknown.

(iii) General remarks (including any recommendations with regard to personnel, training, airframes, engines accessories).

Court of enquiry being convened.

Signature (Sgd) A. THREAPLETON, S/L.

Commanding 106 Squadron.

Date 23.12.40.

5A
(Dept. Q.J.)

.356624/40/P.4.Casualties.

^F
24 December, 1940.

Sir,

I am commanded by the Air Council to express to you their great regret on learning that your son, Pilot Officer Michael Hubbard, Royal Air Force, lost his life as the result of an aircraft accident on 21st December, 1940.

The Air Council desire me to convey their profound sympathy to you in your bereavement.

I am, Sir,

Your obedient Servant,

(Sgd.) CHARLES EVANS.

E.J. Hubbard, Esq.,
Stoughton Lodge,
Stoughton Road,
Leicester.

808

AM WHI

AMY NR23/B58 PASS TO AM P4

GLOS NR11/B602 PASS TO AM CI

GPE NR3/B366 PASS TO 5 GRP = 58 MU = 106SQDN

AMC IMPORTANT SECRET NOT WT GR52

7624 refers
- PU cas
DRM
2A

ADDRESSED TO AMP4(CAS) = AMC1(ACCDTS) = 5GROUP =
BOMBER COMMAND = RECORDS = 58MU NEWARK =
106SQDN = 43GROUP SALVAGE

FROM RINGWAY

T599 21/12

FURTHER INFORMATION TO OUR T597

AMEND FB TO READ FA

A IDENTIFICATION LETTERS ZN

F NO

G FLEW INTO HILLSIDE . CUASE OF LOW FLYING UNKNOWN . CONSIDER

AIB NECESSARY NEXT OF KIN BEING INFORMED === 1500

FTT/0201/23 B/C:

RECEIVED

23 DEC 54

AM

CASUALTY

SECTION

624

AAA

57

* The Signal Department is responsible that these details are transposed to the appropriate portion of the message form and that all possibility of os
distinguishing signals, etc., by omitting to remove their signification from the address, etc., is avoided. Before delivery of the message these details are to be re-ins
(50294) WL 40176/3811 238,000 pds. 1/10 Hw. T.9648

CASUALTY
SECTION

R.A.F. Form 96A.
S 575A. (Nav)

MESSAGE FORM
DESPATCHED
EN CLAIR

Office Serial No.

No. of
Groups
GR

Office Date Stamp

Call IN
and :—
Preface OUT

(Above this line is for Signals use only)

TO* E. J. HUBBARD, ESQ.

STOUGHTON LODGE, STOUGHTON RD, LEICESTER

FROM*

A. M.

Originator's Number

Date

Year/Mo

Number and Date

P. 784

22-12

(Write horizontally)

Deeply regret to inform you that your
son Pilot Officer MICHAEL HUBBARD is reported
to have lost his life as the result of an
operation on Dec. 21st /40. Letter follows.
The Air Council express their profound
sympathy.

This message must be sent AS WRITTEN
and may be sent by W/T.
Signature

This message must be sent IN CYPHER
and may be sent by W/T.
Signature

Originator's Instructions* Degree of Priority*

TIME OF

ORIGIN

IMMEDIATE

T.O.R.

* Originator to insert "NOT" if message is not to go by W/T over any part of the route.

(Below this line is for Signals use only)

System	Time	Reader	Sender	System	Time	Reader	Sender	System	Time	Reader	Sender
In	In			out	out			out	out		

* The Signal Department is responsible that these details are transposed to the appropriate portion of the message form and that all possibility of compromise distinguishing signals, etc., by omitting to remove their significance from the address, etc., is avoided. Before delivery of the message these details are to be reported in P (50234) Wt. 40178/3911 238,000 pds. 1.10 Hw. T.9949

CASUALTY
SECTION.

RECEIVED

1B

msg.

22 DEC 1940

TELEGRAM EN CIAIR.

7624.

To:- A.M. (P.4. Cas and C.I. Accidents) No.5 Group Bomber Command
Records 58 M.U. Newark No.43 Group Salvage Oxford 106 Squadron
Finningley.

AM

CASUALTY

From:- Ringway.

Received A.M.C.S. 0241 hrs. 22.12.40.

IMPORTANT SECRET NOTWT.

EN

T.597 21/12. F.B (A) Hampton X 3154 (B) 106 Squadron
R.A.F. Finningley (C) Castleton Road Chapel-in-Le-Frith Derbyshire
2045 hrs 21/12/40 dark (D) P/O M. Hubbard (83259) Sgt. Smith (648240).
Sgt. Perkins (590585) Sgt. Davey (558939). All dead. (E) Chapel-in-Le-
Frith Mortuary (F) Not known (G) Not known (H) Complete wreck. Cat.E.
(Burnt) Salvage Assistance required. (K) 58 M.U. Newark.

Time of Origin 1100 hrs.

CRASH CIRC.

Advance copies sent to:- P.4. Cas.
D.R.M.

ADVANCE COPY

Py las

7624

1A

IMPORTANT
NOT WT

1

AMOFANRY002/B530 PASS TO AM C1 (ACCS)

XX

AMY NR1259/B968 PASS TO AM P4 (CAS)

GPE NR289/B338 PASS TO 5 GROUP AND 58 MU 106 SQDN FINNINGLEY

HBC NR374/B242 PASS TO Bomber COMMAND

AMC IMPORTANT SECRET NOT WT

GR95

ADDRESSED TO :- AM P4 (CAS) = AM C1 (ACCDTS) = NO5 GROUP =
BOMBER COMMAND = RECORDS = 58MU NEWARK = NO43 GROUP SALVAGE
OXFORD = 106 SQUADRON FINNINGLEY

FROM :- RINGWAY

T597 21/12
FB

A. HAMPDEN X3154

B. 106 SQUADRON RAF FINNINGLEY

C. CASTLETON ROAD CHAPEL -IN-LE-FRITH, DERBYSHIRE. 2045 HRS
21/12/40 DARK

D. P/O M. HUBBARD (83259) . SGT SMITH (648240) . . SGT PERKINS
(590585). SGT DAVEY (553939). ALL DEAD

E. CHAPEL -IN-LE-FRITH MORTUARY

F. NOT KNOWN

G. NOT KNOWN

H. COMPLETE WRECK. CATEGORY "E" (BURNT) SALVAGE ASSISTANCE
REQUIRED

K. ~~58MU NEWARK~~ 58MU NEWARK

=== 1100

RJR/0241/22 B/CAST+

RECEIVED

122 DEC 1940

AM

CASUALTY
SECTION.

CASUALTY VERIFICATION SHEET.

Pilot.

Name of officer

HUBBARD

MICHAEL

Date of Birth

? ✓

Rank & No. P/O 83259 ✓

Place of birth

? ✓

Ldgser 144 Sqn

Unit 106 SQDN.

Type of commission

RAF.VR. GD

Date of casualty 21.12.40

Date and reference of report

Name & address of wife (if any)

None

If to be informed of casualties

Particulars of next-of-kin (other than wife)

(Father)

E. J. Hubbard

Stoughton Lodge,

Stoughton Road,
Leicester.

Any other persons to be informed of casualties.

