

32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0
32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0
31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	
30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0		
29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0			
28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0				
27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0					
26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0						
25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0							
24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0								
23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0									
22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0										
21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0											
20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0												
19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0													
18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0														
17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0															
16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0																
15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0																	
14	13	12	11	10	9	8	7	6	5	4	3	2	1	0																		
13	12	11	10	9	8	7	6	5	4	3	2	1	0																			
12	11	10	9	8	7	6	5	4	3	2	1	0																				
11	10	9	8	7	6	5	4	3	2	1	0																					
10	9	8	7	6	5	4	3	2	1	0																						
9	8	7	6	5	4	3	2	1	0																							
8	7	6	5	4	3	2	1	0																								
7	6	5	4	3	2	1	0																									
6	5	4	3	2	1	0																										
5	4	3	2	1	0																											
4	3	2	1	0																												
3	2	1	0																													
2	1	0																														
1	0																															
0																																

TYPE OF A/C	PILOT	OTHERS	AIRFRAME FAILURE				ENGINE FAILURE						
TYPE OF ENGINE	CAUSES OF ACCIDENTS												
CATEGORY	UNIT	COM.	PLACE	DATE	TIME								
	13 (OT) Sqn. Patricia Bay	W.A.C.	Shoal Bay, Sidney, B.C.	21-2-42	1355								
	A/C TYPE	No.	CRASH CAT.	SE	ME	DAY	NIGHT						
	Hudson	776	WAH		X	X							
	NAME	RANK	No.	DUTY	INJURIES		SERIOUS						
	Hatfield, W.M.	Sgt	P-R92766	PP	Killed		FATAL	INJURY					
	Hutchinson, B.	P/C	J6845	WAG	Killed		2						
							CARD SERIAL NO.						
	TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS						
	Hudson	776	Total				INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS.
	Cyclone	3124	Total				29	11	8	:15	79	62	
	Cyclone	3060	Total				(Passenger time only - 39)						
	SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE							
	A.72												
	NATURE OF ACCIDENT												

MISCELLANEOUS CAUSES
 FLIGHT STAGE OF
 LANDING
 TAKE-OFF
 FLIGHT
 STATRY
 FATAL
 INJ.
 3RD
 5
 4
 3
 2
 1
 0
 PRIMARY
 UND TD
 OTHER
 ALG SURF.
 DRKNS.
 WEATHER
 INSTS.
 HANDO.
 PRIMARY
 UNDA
 MISCEL.
 ENG. CONTS.
 AIRSCREW A.
 ENG. STR.
 LUB'N SYS.
 IGNIT. SYS.
 COOL SYS.
 FUEL SYS.
 PRIMARY
 UND TD
 MISCEL.
 ENGINE MOUNT.
 FUSE. OR HULL
 TAIL SKID OR W.
 W. STRUTS
 LAND. GEAR
 FLOATS
 STAB SURFS.
 MOV. SURFS.
 FL. CONTS.
 PRIMARY
 OTHERS
 FLT. CONTR.
 INSTRUCT.
 MISCEL.
 INEXP NCE
 NEG NCE
 DISOB.
 TECH.
 JU.

DUTY ON WHICH ENGAGED:

First solo on type.

COURT OF INQUIRY, INVESTIGATING OFFICER

OR COMMANDING OFFICER'S REPORT:

Court of Inquiry

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

DATE: 23-2-42 1400/15/42

COMPOSITION:

President	S.L. E.C. Brown	32 O.T.U. R.A.F.
Members	F.L. R.L. Rizon	13 O.T., R.A.F.
"	F.L. G.D. Preston	122 (C), R.C.A.F.

RECOMMENDATIONS:

Recommendation by the Court of Inquiry that a stop be placed in the flap mechanism to allow a maximum of 65% flap.

PRIMARY CAUSE:

Apparent loss of control through misuse of controls.

Note:

Flaps apparently fully extended and elevator trimming tab turned to nose heavy position, causing aircraft to become extremely nose heavy.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

Aircraft dove into the sea.

ACTION TAKEN:

(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

Conclusions of A.I.B. Nil

Poor airmanship by pilot on first solo on Hudson in that he carried out faulty manipulation of flap controls, resulting in his crash into Shoal Bay. The necessity of having a crewman along on a pilot's first solo on type is being questioned. The pilot lacked thorough grounding in "cockpit drill."