



DUTY ON WHICH ENGAGED:  
Dummy torpedo drop.

COURT OF INQUIRY, INVESTIGATING OFFICER  
OR COMMANDING OFFICER'S REPORT:

NATURE OF ACCIDENT AND STAGE OF FLIGHT:  
A/C developed stabilised yaw in left hand turn at approximately 200 ft. Pilot was unable to recover control before A/C struck water. Crew apparently attempted to release dinghy, but were unsuccessful due to some defect in release mechanism.

DATE: 23-11-42. COURT OF INQUIRY  
COMPOSITION:  
S/L Preston, G.D. (C1266) 122 (C) Sqdn.

RECOMMENDATIONS:  
That A/C climb to a greater height than 200 feet before executing turns over water, and pay more attention to instruments when high winds prevail. All dinghy releases should be inspected and made to operate properly.

PRIMARY CAUSE: Pilot's error. After dropping a practice torpedo, pilot seemed over anxious to watch result of exercise, allowing A/C to get out of control while executing a turn and crashing into sea.

ACTION TAKEN:  
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER  
Log book endorsement "Inexperience and Error of Judgment". Orders are being issued that pilots are to climb to 500 feet prior to turning after dummy torpedo drops.

19. Out. of Control.

CONCLUSIONS OF A.I.B.

Concur in the Findings. This is another accident caused by the inexperience of pilot and his unfamiliarity with the actions of the Hampden in a shallow turn.

SECONDARY CAUSE OR CONTRIBUTING FACTORS:  
Possible that high wind and currents in the valley at the time of accident may have contributed in precipitating A/C into the yaw.