OF A/C	PILOT OTHERS AIRFRAME FAILURE				1 67		
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DUTY ON WHICH ENGAGED: COURT OF INQUIRY, INVESTIGATING OFFICER Dummy torpedo drop. OR COMMANDING OFFICER'S REPORT: CCURT OF INJUIRY NATURE OF ACCIDENT AND STAGE OF FLIGHT: DATE: 23-11-42. A/C developed stabilised yaw in COMPOSITION: left hand turn at approximately S/L Preston, G.D. (C1266) 122 (C) Sqdn. 200 ft. Pilot was unable to recover control before A/C struck water. Crew apparently attempted RECOMMENDATIONS: to release dinghy, but were un-That A/C climb to a greater height than 200 feet before successful due to some defect in executing turns over water, and pay more attention to) PRIMARY CAUSE: release mechanism. instruments when high winds prevail. All dinghy Pilot's error. After dropping releases should be inspected and made to operate a practice torpedo, pilot seemed properly. over anxious to watch result of exercise, allowing A/C to get out ACTION TAKEN: (A) DISCIPLINARY (B) TECHNICAL (C) OTHER of control while executing a turn Log book endorsement "Inexperience and Error of and crashing into sea. Judgment". Orders are being issued that pilots are OUT OF CONTROL to climb to 500 feet prior to turning after dummy torpedo drops. CONCLUSIONS OF A.I.B. SECONDARY CAUSE OR CONTRIBUTING FACTORS: Concur in the Findings. This is another accident Possible that high wind and currents caused by the inexperience, of pilot and his unfamiliarity with the actions of the Hampden in a shallow turn. in the valley at the time of accident may have contributed in precipitating A/Carinto the yaw . CHECKED BY DATE