

1. LOCATION OF OCCURRENCE

● miles north of Ardlethan, New South Wales.	Height o.m.s.l. (ft) 710 feet	Date 12.7.70	Time (Local) 1145	Zone EST
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2. THE AIRCRAFT

Make and Model Piper PA24-180 Comanche	Registration VH-DBW	Certificate of Airworthiness	Valid from 21.9.64	Valid to 20.9.73
Registered Owner W.M. Lane, 10 Dalton Street, Wagga, New South Wales.	Operator Premiair Aviation Pty. Ltd., 12A Baylis Street, Wagga, New South Wales.	Degree of damage to aircraft <b>Destroyed</b>		
Defects discovered		Other property damaged Nil		

3. THE FLIGHT

Last or intended departure point ● Wagga	Time of departure 1114	Next point of intended landing Airstrip 3½ miles north of Ardlethan	Purpose of flight Travel and con- version training	Class of operation Private
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Trevor Neil BOLITHO	Pilot-in-command	34	Commercial	93	2,425	Fatal
Eric Henry BISCHARD	Pilot	28	Private	1	195	Fatal

5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury
● Leslie James CARTHEW	Passenger	Fatal			

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention
A.N.R. 242 (i)(b)	A passenger was carried while the aircraft was engaged in practice for the purpose of obtaining an endorsement of the aircraft type in a pilot licence.
A.N.R. 133 (2)(b)	The aircraft was flown at a lower height than 500 feet above the terrain.

7. RELEVANT EVENTS

The crew of the aircraft comprised an Instructor, who was employed by the operator, acting as pilot-in-command in the right front seat and a private pilot, who was undergoing instruction on the aircraft for type endorsement, in the left front or normal pilot seat. The flight was also for the purpose of the private pilot visiting his father's property near Ardlethan on personal business. The third occupant was a student pilot who had not yet begun his flying training and had been invited on the flight as an observer. After arriving over its destination, where a strong south westerly wind of up to 20 knots was evident, the aircraft circled the airstrip and then flew across the homestead in a north easterly direction at a low height. As it approached a low ridge which crossed the flight path at right angles the aircraft began to climb at a progressively steepening angle until at a height of approximately 250 feet above the ground and at an obviously diminished airspeed it began a steeply banked turn to the left. At this point the aircraft nosed down and, at an angle of descent of about 50 degrees, dived into the trees near the base of the western face of the ridge.

8. OPINION AS TO CAUSE

The cause of the accident was that the aircraft was flown at an unsafe height.

Report approved <i>D.S. Graham</i> (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 22.3.1971
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