

1. LOCATION OF OCCURRENCE

Yeodene, seven miles east-south-east of Colac, Victoria.	Height a.m.s.l. (ft) 600 feet	Date 31.12.72	Time (Local) 0930	Zone ESuT
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2. THE AIRCRAFT

Make and Model Auster J5G Autocar	Registration VH-FAM	Certificate of Airworthiness	Valid from 23.3.67	Valid to 22.3.76
Registered Owner A. J. Parker, 30 Grant Street, Colac, Victoria.	Operator A. J. Parker, 30 Grant Street, Colac, Victoria.	Degree of damage to aircraft Destroyed		
Defects discovered Nil		Other property damaged Nil.		

3. THE FLIGHT

Last or intended departure point Yeodene	Time of departure 0928	Next point of intended landing Point of Departure	Purpose of flight Local	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
Albert John PARKER	Pilot	75	Student	220 approx.	1290 approx.	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury

6. RELEVANT EVENTS

The pilot had held a private pilot licence which expired in April 1972, and during June of that year he underwent and passed a renewal medical examination conducted by an approved aviation medical examiner. He did not, however, disclose that he was being treated by another medical practitioner for heart disease of a type which, in fact, precluded him from meeting the medical standards applicable to the holder of a pilot licence. His aircraft was undergoing repairs at that time and, because he had not acquired the recent flying experience required for the renewal of his private licence a student pilot licence was then issued to him. The holder of a student pilot licence is not authorised to pilot an aircraft unless he is accompanied by or is under the supervision of a rated flight instructor or an approved pilot. About a month prior to the accident the aircraft was returned to the pilot at the completion of repair work and he subsequently flew it on several occasions totalling about four hours.

On the morning of the accident the weather was fine and the pilot declared his intention to make a flight. Accompanied by his two grandsons he proceeded to the field where his aircraft was hangared and supervised the actions of the two boys who pushed the aircraft from the hangar and topped up one of its two fuel tanks. He completed a pre-flight inspection during which he pulled the propeller through by hand several times and then boarded the aircraft alone. He started the engine and taxied the aircraft a short distance to the end of the landing strip where the engine was run for a short period. An apparently normal take-off was then made into a light wind and the aircraft climbed away to an estimated height of 100 feet. The aircraft banked into what appeared to be the commencement of a normal left hand turn but, as the turn continued, the wing progressively lowered further and the nose of the aircraft went down. The aircraft descended and struck the ground in a steep nose down attitude.

OPINION AS TO CAUSE

From the available evidence it has not been possible to determine the cause of the accident but a possible explanation is that the pilot became medically incapacitated to such a degree that he was unable to maintain control of the aircraft.

Report released 	Designation Acting Assistant Director-General (Air Safety Investigation)	Date 18.9.1973
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DEFINITIONS

ACCIDENT - An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all those persons have disembarked and in which

- (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached to the aircraft; or
- (b) the aircraft suffers substantial damage.

FATAL INJURY - Any injury which results in death within 30 days.

SERIOUS INJURY - Any injury other than a fatal injury which

- (a) requires hospitalisation for more than 48 hours, commencing within seven days from the date the injury was received; or
- (b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- (c) involves lacerations which cause severe haemorrhages, nerve, muscle or tendon damage; or
- (d) involves injury to any internal organ; or
- (e) involves second or third degree burns, or any burns affecting more than five percent of the body surface.

MINOR INJURY - Any injury other than as defined under "Fatal Injury" or "Serious Injury".

DESTROYED - Consumed by fire, demolished or damaged beyond repair.

SUBSTANTIAL DAMAGE - Damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component. The following types of damage are specifically excluded: engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, taxi-ing damage to propeller blades, damage to tyres, engine accessories, brakes, or wingtips.

MINOR DAMAGE - Damage other than as defined under "Destroyed" or "Substantial Damage".