

1. LOCATION OF OCCURRENCE

Five miles North East of Rylstone, New South Wales.	Height a.m.s.l. (ft) 1900 feet	Date 10.9.72	Time (Local) 1530 approx.	Zone EST
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2. THE AIRCRAFT

Make and Model Victa Airtourer 115	Registration VH-CNE	Certificate of Airworthiness	Valid from 1.10.71	Valid to 30.9.80
Registered Owner A.F. Morfoot, 129 Novarra Crescent, Jannali, New South Wales.	Operator Leasair, 73 Coonong Road, GyMEA, New South Wales.	Degree of damage to aircraft Destroyed		
Defects discovered Nil.		Other property damaged Nil.		

3. THE FLIGHT

Last or intended departure point Rylstone	Time of departure 1505 approx.	Next point of intended landing Rylstone	Purpose of flight Acrobatic training	Class of operation Aerial Work
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THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Dale Reuben THORESON	Instructor	34	Commercial	440	2258	Fatal
Roland MARIE	Pupil	31	Student	Nil	18	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury

6. RELEVANT EVENTS

VH-CNE was one of several aircraft which was flown from Bankstown to Rylstone for a "fly-in" day. During the day the student pilot, a resident of a nearby town, arranged to accompany the instructor on a flight to have acrobatics demonstrated to him for the first time. The two pilots were subsequently observed to board the aircraft and, in accordance with normal instructional practice, the student occupied the left seat and the instructor the right seat. The aircraft then took off in a north-westerly direction. Subsequently several witnesses situated some four miles east of the departure point observed an aircraft performing a series of acrobatic manoeuvres in that area. The aircraft progressively lost height as the manoeuvres continued and it did not resume normal flight until it was at a height estimated to be only a few hundred feet above ground level. It was then observed to commence climbing and, at a height of about 1,000 feet, perform a loop type manoeuvre. Recovery from this manoeuvre appeared to progress to the stage of a steep dive and the aircraft then passed out of sight behind the crest of a hill. There was no further sighting of the aircraft in flight and, shortly after it passed out of sight, two of the witnesses heard a loud noise which they subsequently assumed to be the noise of the aircraft crashing. When VH-CNE did not return to the point of departure, and radio communication with it was not established, an air and ground search was commenced and the wreckage was subsequently located in timbered terrain on the following morning. Detailed examination of the wreckage indicated that initial impact had been with a tree and that the aircraft had been flying at a relatively high speed in a 20° nose down attitude. This is consistent with recovery from a loop type manoeuvre.

7. OPINION AS TO CAUSE

The probable cause of the accident was that an acrobatic manoeuvre was commenced at an unsafe height.

Report released <i>D.S. Graham</i> (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 22.5.73
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