



AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.
SI/774/1002

Publication of this report is authorised by the Secretary under the provisions of Air Navigation Regulations 283 (1)

1. LOCATION OF OCCURRENCE

Alice Springs Airport, Northern Territory	Height o.m.s.l. 1777 feet	Date 5.1.77	Time (Local) 1030 hours	Zone CST
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THE AIRCRAFT

Make and Model Beech 58 Baron	Registration VH-ENA	Certificate of Airworthiness Valid from 22.11.73
Certificate of Registration issued to	Operator	Degree of damage to aircraft Destroyed
		Other property damaged Office and workshop complex
Defects discovered Nil		

3. THE FLIGHT

Last or intended departure point Wyndham, W. A.	Time of departure Undetermined	Next point of intended landing Not Applicable	Purpose of flight Murder/Suicide	Class of operation Private
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THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
	Pilot	23	Commercial	4	402	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury
(See attached list)					

6. RELEVANT EVENTS

The aircraft was stolen from a hangar at Wyndham aerodrome during the early hours of 5.1.77. The theft was not detected, and the appropriate authorities advised, until about 1000 hours (0830 hours WST).

At 1026 hours controllers in the Alice Springs Tower heard a weak, distorted transmission on the aerodrome control frequency. The caller was asked to repeat his transmission but the reply was again unreadable. In response to another request a third transmission was made which, subsequently was determined to have been "To die with honour is better than to live without it, Echo November Alpha".

Some two minutes later people on the ground noticed a Baron aircraft to the west of Alice Springs Airport proceeding on a southerly heading, at a height of about 1000 feet. On reaching a position to the south-west the aircraft was observed to commence a rapid descent and turn steeply to the left, towards the airport buildings. The descent was continued until just above ground level and the aircraft then proceeded across the airport at a speed estimated to be in excess of 200 knots. Both engines were operating at high power and the aircraft's landing gear and flaps were retracted. Approaching the tarmac area in front of the buildings the aircraft banked slightly to avoid parked aircraft and then flew into the first floor offices of Connair Pty. Ltd.

The aircraft disintegrated on impact and major components carried through the office complex into a ground floor machine shop located at the rear. A severe fire broke out. Eight occupants of the offices and machine shop sustained fatal or serious injury.

7. OPINION AS TO CAUSE

The occurrence was a premeditated action on the part of the pilot.

Approved for publication		(R. H. Watts) Delegate of the Secretary	Date 21.9.77
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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

Note. - Specifically excluded are: death from natural causes and fatal or serious injury to any person on board whether self-inflicted or inflicted by another person, or to ground support personnel before or after flight, or fatal or serious injury which is not a direct result of the operation of the aircraft, or which concerns stowaways.

- (b) the aircraft suffers substantial damage or is destroyed; or
- (c) the aircraft is missing or is completely inaccessible.

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 or its accessories, or to propeller blades; bent fairings or cowlings; small dents or puncture holes in the skin; damage to wing tips, antennas, tires, or brakes.

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

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

Name	Status	Degree of Injury
	Person on Ground	Fatal
	" " "	Fatal
	" " "	Fatal
	" " "	Fatal
	" " "	Serious
	" " "	Serious
	" " "	Serious
	" " "	Serious