

**AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT**

SI/783/1032

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

**1. LOCATION OF OCCURRENCE**

2 kilometres north-east of Torquay, Victoria	Height a.m.s.l. 100 feet	Date 13.7.78	Time (Local) 1700 hours	Zone EST
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**2. THE AIRCRAFT**

Make and Model Cessna 150M	Registration VH-WWY	Certificate of Airworthiness Valid from 4.8.76
Certificate of Registration issued to	Operator	Degree of damage to aircraft Destroyed
		Other property damaged Nil
Defects discovered  Nil		

**3. THE FLIGHT**

Last or intended departure point Grovedale	Time of departure 1645 hours	Next point of intended landing Grovedale	Purpose of flight Local flying	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
	Pilot-in-command	18	Private	63	109	Fatal
	Pilot	18	Private	62	122	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury

**6. RELEVANT EVENTS**

All the flying training of the two pilots had been carried out with the operator from Grovedale. At about 1630 hours on the day of the accident, the pilots arrived at Grovedale and made arrangements to hire the aircraft for a 30 minute local flight in the general training area. An entry was made in the daily flying return for the aircraft by \_\_\_\_\_ which indicated that he was pilot-in-command for the flight. The aircraft was fitted with dual controls; \_\_\_\_\_ occupied the left control seat and \_\_\_\_\_ occupied the right control seat.

The weather was fine, the visibility was unrestricted and the surface wind was from the west at 15 knots. The aircraft took off into the west at about 1645 hours and was subsequently observed some 10 km south of Grovedale in the low flying training area associated with Grovedale. It made a number of manoeuvres which included steep turns and descent to below tree top height. Engine power decreased and subsequently increased at various times. The aircraft then headed in a generally southerly direction and, after making a shallow dive, flew at a constant low height below the level of the coastal sand hills towards which it was heading. It then suddenly pulled up into a very steep climb which continued until the nose dropped and the aircraft commenced to rotate and descend steeply. After rotating several times the aircraft struck the ground.

Detailed examination of the wreckage revealed no evidence of any defect or malfunction which might have contributed to the accident. The aircraft had struck the ground at a high rate of descent in a wings level, nose-down attitude, and low forward speed

**7. OPINION AS TO CAUSE**

The probable cause of the accident was that acrobatic flight was attempted at an unsafe height.

Approved for publication		(G. V. Hughes) Delegate of the Secretary	Date 9.9.1980
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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".