



COMMONWEALTH OF AUSTRALIA DEPARTMENT OF TRANSPORT
AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No
 SI/783/1033

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

1. LOCATION OF OCCURRENCE

8 Kilometres south of Inglewood, Victoria	Height a.m.s.l. 510 feet	Date 14.7.78	Time (Local) 1203 hours	Zone EST
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2. THE AIRCRAFT

Make and Model Piper PA24/250	Registration VH-WGP	Certificate of Airworthiness Valid from 1.11.74
Certificate of Registration issued to	Operator	Degree of damage to aircraft Destroyed
		Other property damaged Nil
Defects discovered Oil cooler inlet hose ruptured.		

3. THE FLIGHT

Last or intended departure point Moorabbin	Time of departure 1055 hours	Next point of intended landing Broken Hill	Purpose of flight Travel	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	36	Private	39	241	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury
	Passenger	Fatal		Passenger	Fatal
	Passenger	Fatal			

6. RELEVANT EVENTS

The flight proceeded apparently normally until, at 1158 hours, when in the vicinity of Inglewood, the pilot advised Melbourne Flight Service Unit (FSU) that he had dropping oil pressure and would be making a forced landing. At 1200 hours in response to a query by the FSU the pilot advised that he had found a place to land. He was requested to report by radio when the aircraft had landed and this message was acknowledged. There was no further communication with the aircraft.

The wreckage of VH-WGP was found by a searching aircraft at about 1225 hours. VH-WGP had struck the ground in a steep nose down attitude, while rotating to the left, consistent with a loss of control at a low altitude. The aircraft was in the landing configuration with the landing gear extended and the flaps fully down.

The loss of oil pressure arose from the failure of the oil cooler inlet line which had ruptured due to heat deterioration, permitting the escape of a considerable quantity of engine oil. No other defect was found in the aircraft or its control systems which could have contributed to the accident.

The weather was overcast but fine, with light winds and was not a factor in the accident.

7. OPINION AS TO CAUSE

The probable cause of the accident was that, while making an emergency approach to land, necessitated by an engine malfunction, the pilot did not maintain an adequate flying speed.

Approved for publication	<i>G. V. Hughes</i>	(G. V. Hughes) Delegate of the Secretary	Date 22.11.79
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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".