

1. LOCATION OF OCCURRENCE

"Wongrabry" Station - 8 nm east of Ogmoo, Queensland	Height a.m.s.l. (ft) 90 feet	Date 6.10.69	Time (Local) About 1410	Zone EST
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2. THE AIRCRAFT

Make and Model Piper PA23-250 "Aztec"	Registration VH-AVJ	Certificate of Airworthiness	Valid from 30.9.66	Valid to 29.9.75
Registered Owner Mrs. E. L. Walters, "Wongrabry", via Marlborough, Queensland.	Operator Not Established	Degree of damage to aircraft Destroyed		
Defects discovered		Other property damaged Nil		

3. THE FLIGHT

Last or intended departure point "Wongrabry" Station	Time of departure 1400	Next point of intended landing Departure Point	Purpose of flight Property Inspection	Class of operation Unknown
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Ronald Leslie THOMPSON	Pilot	25	Commercial	130	490	Fatal
Keith Miles TOLLEY	Pilot	42	Private	23	577	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

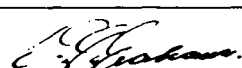
Regulation or Order No.	Nature of contravention
A. N. R. 131(2)(b)	The aircraft was flown in acrobatic manoeuvres which were not permitted under the terms of its certificate of airworthiness.
A. N. R. 131(3)(a)	The aircraft was flown in acrobatic flight at a height of less than 3,000 feet above the terrain.

RELEVANT EVENTS

The landing strip at Wongrabry Station is 2,600 feet long and is aligned in approximately an east-west direction. The station homestead is near the eastern end. Mr. R. L. Thompson occupied the right hand pilot seat of the aircraft and Mr. K. M. Tolley the left hand pilot seat, but the aircraft was fitted with dual controls and it is not known which pilot was controlling the aircraft. The aircraft took off into the west and made a partial circuit to the south of the airstrip, approached the strip from the east, passed over the homestead at a height estimated at between 600 and 800 feet and then flew parallel with and above the strip. At a point approximately above the western end of the strip the aircraft completed a controlled roll to the left through 360 degrees, recovered and continued westward in level flight. About 1½ miles beyond the strip it zoomed sharply upward into a stall turn type manoeuvre to the left and entered into a steep 70 degree dive. As the dive progressed the speed increased to about 200 knots and the dive angle progressively decreased. When the aircraft was about 200 feet above the ground it had attained a nearly level attitude but was still descending. It passed out of sight of eye witnesses and struck a tree and then the ground.

8. OPINION AS TO CAUSE

The cause of the accident was that the aircraft was flown in acrobatic flight at an unsafe height.

Report approved 	(D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 17.11.1970
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