

**Aviation Safety Investigation Report  
198201428**

**De Havilland DH82A**

**31 October 1982**

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**NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at [www.atsb.gov.au](http://www.atsb.gov.au).**

**Occurrence Number:** 198201428                      **Occurrence Type:** Accident  
**Location:** 600 metres West of Scone NSW Aerodrome  
**Date:** 31 October 1982                              **Time:** 1105  
**Highest Injury Level:** Fatal  
**Injuries:**

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Ground	0	0	0	-
Passenger	1	0	0	0
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Aircraft Details:** De Havilland DH82A  
**Registration:** VH-BII  
**Serial Number:**  
**Operation Type:** Commemorative Flypast  
**Damage Level:** Destroyed  
**Departure Point:** Scone NSW  
**Departure Time:** 1105  
**Destination:** Walcha NSW

**Approved for Release:** 8th March, 1984

**Circumstances:**

Arrangements had been made for three Tiger Moth aircraft to carry out a fly-past at Walcha as part of celebrations to commemorate the first Australian superphosphate spreading operation by air. Earlier in the day VH-BII was flown from Williamtown to Maitland and Scone, where all three aircraft were refuelled in readiness for the flight. The pilots briefly discussed the flight procedures to be used enroute to Walcha and agreed that the pilot of the aircraft planned to take-off last would be responsible for navigation for the group. There was little or no discussion about how the aircraft would form up after take-off prior to departing on track. The aircraft were positioned for take-off with VH-BII planned to be the second of the group to become airborne. The first aircraft took off normally and commenced a left turn when at a height of about 500 feet. VH-BII was observed to follow a similar pattern, however the third aircraft commenced a right turn after take-off to intercept the track to Walcha. Shortly afterwards VH-BII, which had made a gradual turn to the left through about 45 degrees was observed to rapidly enter a steeply banked turn to the right. The angle of bank increased and the aircraft entered a spin. Any recovery action attempted by the pilot was unsuccessful and the aircraft struck the ground in a steep nose-down attitude after passing through a set of power lines. Fire broke out immediately and engulfed the wreckage. Subsequent investigation did not disclose any defect or malfunction of the airframe, engine or systems of the aircraft which might have affected the pilot's ability to safely control the aircraft.

**Significant Factors:**

1. The pilot was inexperienced on the aircraft type.
2. There was insufficient pre-flight discussion and briefing as to how the aircraft would form up after take-off prior to departing for Walcha.

3. The pilot mishandled the flight controls of the aircraft in an apparent attempt to follow the lead aircraft.
4. Control of the aircraft was lost at too low a height to enable recovery to be effected.