



## AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

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

## 1. LOCATION OF OCCURRENCE

One kilometre north-east of Kingscote Aerodrome,  
South Australia.Height a.m.s.l.  
20 feetDate  
15.5.77Time (Local)  
1915 hoursZone  
CST

## 2. THE AIRCRAFT

Make and Model Cessna 210K	Registration VH-RPV	Certificate of Airworthiness Valid from 17.12.75
Certificate of Registration issued to	Operator	Degree of damage to aircraft Destroyed
		Other property damaged Nil

## 3. THE FLIGHT

Last or intended departure point Kingscote	Time of departure 1910 hours	Next point of intended landing Adelaide	Purpose of flight Travel	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	19	Private	11	175	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		Passenger	Fatal
	Passenger	Fatal			

## 6. RELEVANT EVENTS

The Seventh Day Adventist Church Youth Club arranged a day excursion visit to Kangaroo Island for a number of its members. A series of shuttle flights using four light aircraft was made to transport the members concerned from Adelaide to Kingscote during the morning. VH-RPV, flown by \_\_\_\_\_, made two flights for this purpose and arrived at Kingscote on the second occasion at 1015 hours.

As the day progressed it became apparent that all the flights required to return the Club members to Adelaide during the afternoon could not be completed in daylight. As \_\_\_\_\_ held a Class 4 Instrument Rating, and was therefore qualified to fly by night in VMC (Visual Meteorological Conditions), it was arranged that he would make three flights back to Adelaide in VH-RPV for this purpose.

VH-RPV completed its second flight to Adelaide with returning passengers at 1810 hours, 21 minutes after the end of daylight. It departed Adelaide again at 1823 hours and, at 1852 hours, the pilot reported "circuit area Kingscote, will be landing runway two zero, cancel sarwatch". This report was acknowledged by Adelaide Flight Service Unit and the pilot read back his call sign. No further communications were received from the aircraft.

The available evidence indicates that the aircraft completed a landing on runway 20, which was equipped with electric runway lighting, and the remaining five Club members boarded. It then made a take-off from the same runway and turned left on to a northerly heading. When in a position to the north-east of the aerodrome, the aircraft entered a steep spiral descent which continued until it struck the ground in a steep, left wing down, nose down attitude. The aircraft was destroyed by impact forces and subsequent fire.

Detailed examination of the aircraft wreckage did not reveal evidence of any malfunction or mechanical failure which might have contributed to the accident. The landing gear and flaps were retracted and the engine had apparently been delivering substantial power at impact.

Weather conditions at Kingscote at the time of the accident were fine. The surface wind was from the south-east, at 10 knots, there was no cloud and the visibility was unrestricted. There was no moon and the

6. RELEVANT EVENTS (CONT'D)

night was dark. The pilot of an aircraft taking off from runway 20 would have had virtually no ground reference in the darkness and it would have been necessary to fly by reference to the aircraft instruments.

The pilot obtained his Class 4 Instrument Rating about one year prior to the accident and, at that time, his night flying experience amounted to some 11 hours. His log book was not recovered and his total night flying experience at the time of the accident was not positively established but was probably about 20 hours.

7. OPINION AS TO CAUSE

The cause of the accident has not been determined.

Approved for  
publication

*G. O'Donoghue*  
Delegate of the Secretary

Date 17.4.80

## 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".