



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF TRANSPORT

**AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT**

Reference No

SI/783/1023

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

**1. LOCATION OF OCCURRENCE**

4 kilometres west of Koo-wee-rup, Victoria	Height a.m.s.l. 35 feet	Date 30.4.78	Time (Local) 1640 hours	Zone EST
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**2. THE AIRCRAFT**

Make and Model Cessna 172 H	Registration VH-KUZ	Certificate of Airworthiness Valid from 12.5.76
Certificate of Registration issued to	Operator	Degree of damage to aircraft Destroyed
		Other property damaged Power Line
Defects discovered Nil		

**3. THE FLIGHT**

Last or intended departure point 3 kilometres east of Tooradin	Time of departure 1600 hours (approx)	Next point of intended landing 3 kilometres east of Tooradin	Purpose of flight Pleasure	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	25	Private	135	143	Serious

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

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

**6. RELEVANT EVENTS**

All three men had a mutual interest in aircraft and they met, without prior arrangement, at Harewood airstrip near Tooradin, which had been the venue for some of their flying activities. suggested that they fly in his recently acquired aircraft and since he held a student pilot licence only, he invited to pilot the aircraft.

Subsequently, the aircraft was seen by persons on the ground to be flying straight and level on a generally southerly heading at a height estimated to be "100 feet or possibly lower." There was then a marked descent, following which the aircraft plummeted to the ground.

Examination of the wreckage at the accident site indicated that the aircraft had flown through a two wire power line at a height of about 28 feet. The propeller and then the nose landing gear leg had contacted the wires. The aircraft struck the ground about 70 metres south of the point of contact with the wires and then cartwheeled, coming to rest after a further 65 metres.


There was no evidence of any defect or malfunction of the aircraft or engine which could have contributed to the accident. The ambient meteorological conditions were conducive to the formation of carburettor ice. While the possibility of a power loss from this cause cannot be entirely eliminated, the observed flight path of the aircraft immediately before the accident occurred is not consistent with an attempted forced landing. After the accident the aircraft landing flaps were found to be up.

The accident occurred adjacent to an abattoir, the operator of which was well known to the pilot of the aircraft. The pilot had on previous occasions overflowed the abattoir at a low height to draw attention to the fact that he was in the area and there is evidence that he indicated to the operator that he may do so on this day. In the event, the abattoir operator was not on the premises when the accident occurred.

The injuries suffered by the survivors of the accident were such that they were unable to recall the details of the flight.

**7. OPINION AS TO CAUSE**

The probable cause of the accident was that the aircraft was operated at an unsafe altitude.

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".