



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF TRANSPORT

**AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT**

Reference No.

SI/772/1033

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

**1. LOCATION OF OCCURRENCE**

|   |                             |                 |                            |             |
|---|-----------------------------|-----------------|----------------------------|-------------|
| 4 kilometres north-west of Camden Aerodrome NSW | Height a.m.s.l.<br>220 feet | Date<br>30.7.77 | Time (Local)<br>1555 hours | Zone<br>EST |
|---|-----------------------------|-----------------|----------------------------|-------------|

**2. THE AIRCRAFT**

|                                       |                        |   |
|---------------------------------------|------------------------|---|
| Make and Model<br>Piper PA22-160      | Registration<br>VH-KKL | Certificate of Airworthiness<br>Valid from 5.2.74 |
| Certificate of Registration issued to | Operator               | Degree of damage to aircraft<br>Substantial       |
|                                       |                        | Other property damaged<br>Nil                     |
| Defects discovered<br><br>Nil         |                        |   |

**3. THE FLIGHT**

|   |                                 |  |                             |                               |
|---|---------------------------------|--|-----------------------------|-------------------------------|
| Last or intended departure point<br>Bankstown | Time of departure<br>1537 hours | Next point of intended landing<br>Camden | Purpose of flight<br>Travel | Class of operation<br>Private |
|---|---------------------------------|--|-----------------------------|-------------------------------|

**4. THE CREW**

| Name | Status | Age | Class of licence | Hours on type | Total hours | Degree of injury |
|------|--------|-----|------------------|---------------|-------------|------------------|
|      | Pilot  | 56  | Private          | 470           | 791         | 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            |

**6. RELEVANT EVENTS**

The aircraft departed Bankstown with the pilot in the left hand front seat and aged 13 years, occupying the right hand front seat. A complete set of dual controls was fitted at the latter position. The third occupant, an experienced airline pilot, was in one of the two rear seats.

At about 1551 hours the pilot reported by radio to Camden Air Traffic Control that the aircraft was approximately five miles north of Camden, inbound and had received the current aerodrome terminal information. Subsequent to this call another pilot flying in the Camden circuit area saw VH-KKL to the northwest of the aerodrome at about 1500 feet. The aircraft appeared to be operating normally and its position was consistent with a proper entry to the circuit for an approach to the runway in use. There was no further communication with VH-KKL and it did not arrive at Camden.

Persons on the ground saw the aircraft flying erratically in the vicinity of Cobbitty, north-west of Camden. Subsequently, from a low height it entered a steep, left hand, descending turn and the port wing struck tree branches about 35 feet above the ground. The aircraft rolled to the left through the inverted position and struck the ground in a steep, nose down and steep right wing down attitude. All three occupants were killed on impact, the occupant of the rear seat being thrown from the wreckage.

The weather at the time of the accident was fine, with light winds and unrestricted visibility. Examination of the wreckage did not reveal any malfunction or defect which could have contributed to the accident. Post mortem examination indicated that the pilot had suffered from heart disease, which had reached an advanced stage. There was no evidence that this disease had been previously diagnosed although the pilot had recently received treatment for mild hypertension. The circumstances of the accident were consistent with the pilot having become incapacitated in flight to the extent that he was unable to control the aircraft.

6. RELEVANT EVENTS (cont'd)

The occupant of the rear seat was not strapped in at the time of the accident. Both the front seat occupants were restrained by lap/sash harnesses. The available information suggests the possibility that : released his own safety belt and attempted to control the aircraft from a position behind the front seats. Any such attempt probably failed because of involuntary control interference and obstruction by the incapacitated pilot.

7. OPINION AS TO CAUSE

The probable cause of the accident was that the pilot became incapacitated in flight.

Approved for  
publication

*G.V. Hughes*

(G. V. Hughes)  
Delegate of the Secretary

Date

22.10.79