

## 1. LOCATION OF OCCURRENCE

Gilgandra Flying Training Area, N.S.W.	Height a.m.s.l. (ft) 900 feet	Date 10.7.69	Time (Local) 1720	Zone EST
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## THE AIRCRAFT

Make and Model Cessna 150G	Registration VH-KVQ	Certificate of Airworthiness	Valid from 2.1.68	Valid to 1.1.77
Registered Owner Gilgandra Aero Club Ltd., Marshall Street, Gilgandra, N.S.W.	Operator Gilgandra Aero Club Ltd., Marshall Street, Gilgandra, N.S.W.	Degree of damage to aircraft Substantial		
Defects discovered		Other property damaged Electricity Supply Wires		

## 3. THE FLIGHT

Last or intended departure point Gilgandra	Time of departure 1650	Next point of intended landing Gilgandra	Purpose of flight Flying Training	Class of operation Aerial Work
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## THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Raymond Colin WESTCOTT	Instructor	25	Commercial	370 hours	1020 hours	Nil
Richard Lucas ESTENS	Student	19	Student	22 hours	22 hours	Nil

## 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.O. 80.5.1	The map displayed in the operator's flight office failed to meet the requirement of A.N.O. 80.4.2.5 in regard to map scale and the marking of obstructions in the low flying area.

## RELEVANT EVENTS

The aircraft was flown to the training area for revision exercises, which included simulated forced landings. After satisfactorily completing a number of exercises, including one forced landing, the student climbed the aircraft to 3,000 feet where the instructor again closed the throttle to simulate an engine failure. The student selected a field and established a flight pattern for a landing into wind. The instructor states that he believed that the field selected was of marginal length and he decided to allow the approach to continue to below the normal break-off height so that the student could appreciate this fact.

Neither pilot observed during descent that two electricity supply lines crossed the flight path at approximately a sixty degree angle. The wires were first seen by the student when about ten feet away and just as the instructor was about to call "go-around". The aircraft struck the wires and came to rest in the field on its landing gear.

## 8. OPINION AS TO CAUSE

The cause of the accident was that the instructor permitted the student to descend the aircraft to an unsafe height.

Report approved <i>D. S. Graham</i> (D. S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 5.12.69
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