

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/703/1014

1. LOCATION OF OCCURRENCE

Labertouche, Victoria	Height a.m.s.l. (ft) 200 feet	Date 8.2.1970	Time (Local) 1946	Zone EST
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THE AIRCRAFT

Make and Model Cessna 180A	Registration VH-BVL	Certificate of Airworthiness	Valid from 13.7.1964	Valid to 12.7.1973
Registered Owner C. Gillard and J. Cox, 10 Waratah Street, Doveton, Vic.	Operator Labertouche Sport Parachute Centre, 10 Waratah Street, Doveton, Vic.	Degree of damage to aircraft Destroyed		
Defects discovered		Other property damaged Nil		

3. THE FLIGHT

Last or intended departure point Labertouche	Time of departure 1925	Next point of intended landing Point of Departure	Purpose of flight Parachute Jumping	Class of operation Charter
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Jeffrey William LEWIS	Pilot	21	Commercial	2 hours	475 hours	Fatal

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.R. 197	The aircraft was used in charter operations without a charter licence having been issued by the Director-General.

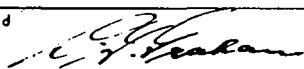
7. RELEVANT EVENTS

The pilot's licence was correctly endorsed for Cessna 180/182/185 type aircraft, although he had not flown the C180 model prior to the day of the accident. During the morning he flew as a passenger in the aircraft and observed while another pilot demonstrated three circuits and landings. He then flew the aircraft solo and completed three circuits and landings to a full stop before acting as jump pilot. During the remainder of the day he flew the aircraft as pilot in command on five successful parachute jumping sorties.

Having completed the sixth and final sortie for the day, the aircraft was observed to be approaching to land into the west and the approach path was rather higher than normal. After descending to a low altitude, overshoot action was initiated and the aircraft was next seen in a steep climbing turn to the right. The left wing dropped and the aircraft began a descending turn to the left, following which it was seen rotating to the right and descending rapidly. The aircraft struck the ground right wing first, cartwheeled through 90 degrees and came to rest 50 feet beyond the first point of impact. The wreckage was located some 720 feet beyond the western end of the strip. There was no fire.

8. OPINION AS TO CAUSE

The cause of the accident was that the pilot, who was inexperienced on the type, lost control of the aircraft at a height which was too low to permit recovery.

Report approved  (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 8.10.1970
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