

1. LOCATION OF OCCURRENCE

Two miles north east of Bendigo Aerodrome, Victoria	Height a.m.s.l. (ft) 700 feet	Date 15.2.70	Time (Local) 1524	Zone EST
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2. THE AIRCRAFT

Make and Model CAC 18 Mk 22 Mustang	Registration VH-DBB	Certificate of Airworthiness	Valid from 23.12.69	Valid to 22.12.78
Registered Owner O.D. Busch, 611 Toorak Road, Toorak, Vic.	Operator O.D. Busch, 611 Toorak Road, Toorak, Vic.	Degree of damage to aircraft Destroyed		
Defects discovered		Other property damaged Nil		

3. THE FLIGHT

Last or intended departure point Moorabbin	Time of departure 1424	Next point of intended landing Moorabbin	Purpose of flight Aerial Display	Class of operation Private
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THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Oswald Mervin BUSH (also known as Oswald Don BUSCH)	Pilot	47	Private	25 hours	440 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

RELEVANT EVENTS

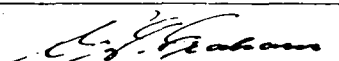
The pilot completed endorsement training on the aircraft in December, 1969 and his subsequent experience on the type had been largely gained in the course of travel flights. Arrangements had been made with the pilot to "fly past" in the aircraft in connection with a ceremony to officially open the new Bendigo aerodrome. The aircraft made one low run along the runway to the south-west, climbed, turned through 180 degrees and made a second low run along the runway to the north east. Nearing the end of this run, the pilot was requested to conduct one more run, to which he agreed and the aircraft was then seen to climb away at an angle of some 30 degrees. Upon reaching a height of approximately 1500 feet, and when in a nose high attitude and probably at a low airspeed, the aircraft entered a very steeply banked turn to the right. Almost immediately, the aircraft flick rolled several times to the right, then adopted a steep nose down attitude together with a rapidly descending, tight, spiral flight path which it maintained until it struck the ground. There was an intense fire which virtually consumed the wreckage. The examination of the wreckage was limited by the destruction but it was established that the engine was delivering considerable power at impact.

The possibility that the pilot became incapacitated in flight was considered but rejected on the basis of the medical and operational evidence.

8. OPINION AS TO CAUSE

The probable cause of the accident was that the pilot, who was inexperienced on the aircraft type, attempted a manoeuvre in which his capacity to control the aircraft was exceeded.

Report approved

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