



GOVERNMENT OF AUSTRALIA

DEPARTMENT OF TRANSPORT

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

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

Reference No.

AS/743/1006

1. LOCATION OF OCCURRENCE

100 metres north of Latrobe Valley Aerodrome, Victoria	Height a.m.s.l. 168 feet	Date 14.1.74	Time (Local) 1105 hours	Zone ESuT
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2. THE AIRCRAFT

Make and Model Auster III, Model F	Registration VH-GCV	Certificate of Airworthiness Valid from 29.11.65 to 28.10.74
Certificate of Registration issued to W.R. Piper, 28 Grubb Avenue, Traralgon, Victoria.	Operator D. Mikecz, 35 Bernard Avenue, Traralgon, Victoria.	Degree of damage to aircraft Destroyed
		Other property damaged Nil
Defects discovered Nil		

3. THE FLIGHT

Last or intended departure point Latrobe Valley Aerodrome	Time of departure 1104 hours	Next point of intended landing Latrobe Valley Aerodrome	Purpose of flight Local Flight	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
Desider MIKECZ	Pilot	47	Private	6	197	Serious

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

Name	Status	Degree of injury	Name	Status	Degree of injury

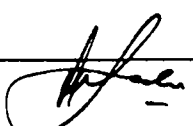
6. RELEVANT EVENTS

The aircraft was observed to take-off towards the west in calm conditions and, almost immediately after it became airborne, the starboard wing lowered and a climbing turn to the right was commenced. As the turn progressed the angle of bank increased until, after the aircraft had turned through approximately 90 degrees, it was estimated to be about 45 degrees. At this stage, at what appeared to be a low airspeed, the starboard wing struck the top of a tall pine tree situated about 125 metres to the north of the strip from which the take-off was made. The aircraft then descended steeply and struck the ground in a nose down attitude some 35 metres north of the tree.

Examination of the wreckage disclosed no evidence of any pre-existing defect or malfunction of the aircraft which may have contributed to the accident. The pilot has said that he suffered a loss of memory and is unable to recall the circumstances of the flight or the accident.

OPINION AS TO CAUSE

From the available evidence it has not been possible to determine the cause of the accident.

Approved for
publication
(I.M. Leslie)
Delegate of the Secretary

Date

21.10.1975

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
- (b) the aircraft suffers substantial damage.

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, bent fairings or cowlings, dented skin, small punctured holes in the skin or fabric, taxi-ing damage to propeller blades, damage to tyres, engine accessories, brakes, or wingtips.

MINOR DAMAGE - Damage other than as defined under "Destroyed" or "Substantial Damage".