

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

AS/744/1002

Publication of this report is authorised by the Director-General of Civil Aviation under the provisions of Air Navigation Regulation 283(1)

1. LOCATION OF OCCURRENCE

Five kilometres north of Port Lincoln Aerodrome, South Australia	Height a.m.s.l. 430 feet	Date 4.2.74	Time (Local) 0302 hours	Zone CSuT
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2. THE AIRCRAFT

Make and Model Beech 95/B55 "Baron"	Registration VH-CFO	Certificate of Airworthiness Valid from 13.8.65 to 12.8.74
Certificate of Registration issued to Des's Aviation Pty. Ltd., P.O. Box 209, Whyalla, South Australia.	Operator Des's Aviation Pty. Ltd., P.O. Box 209, Whyalla, South Australia.	Degree of damage to aircraft Substantial
		Other property damaged Nil
Defects discovered Nil		

3. THE FLIGHT

Last or intended departure point Lincoln	Time of departure 0300 hours	Next point of intended landing Port Pirie	Purpose of flight Carriage of passengers and freight	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
Trevor Keith BROUGHAM	Pilot-in Command	39	Commercial	980	4915	Fatal
Anthony Trevor WRIGHT	Pilot	24	Commercial	39	1595	Serious

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

Name	Status	Degree of injury	Name	Status	Degree of injury
George Alfred DEANE	Passenger	Fatal			

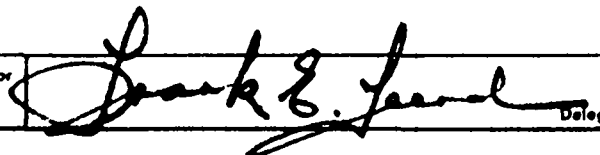
6. RELEVANT EVENTS

The aircraft was engaged on a newspaper delivery flight from Adelaide to Whyalla with intermediate stops at Port Lincoln and Port Pirie. One passenger was carried. It was probably being flown by Mr. Wright who occupied the front left hand seat and who was undergoing training for a class one instrument rating. Mr. Brougham occupied the front right hand seat. The aircraft departed from Adelaide at 0141 hours and at 0228 hours Adelaide Flight Service Unit (FSU) received a radio message from the aircraft "Port Lincoln - cancel Sarwatch". This message was acknowledged and no further communication was received from the aircraft. At Port Lincoln the aircraft was observed to overfly the aerodrome and land some 10 minutes later. The newspapers were unloaded and the aircraft was refuelled following which it took off from the 011⁰ runway and was observed to commence an apparently normal climb towards the north.

Because there appeared to be an unusual delay at Port Lincoln, Adelaide FSU commenced radio calls to the aircraft at about 0345 hours and, when at 0446 hours it was established that the aircraft was not at Port Lincoln Aerodrome, search and rescue procedures were immediately implemented. The wreckage was located by a searching aircraft at 0637 hours shortly after daylight. Examination of the wreckage indicated that the aircraft had first contacted rising ground on a northerly heading, in a climbing attitude and with the wings level. It had then slid uphill for some 130 metres before coming to rest. The accident site was 414 feet above the elevation of the aerodrome. Both propellers were rotating at the time of impact and there was no evidence that the engines were not capable of delivering normal power. The landing gear was retracted and the flaps were fully up. Significant right rudder trim and right wing down aileron trim were set, indicating that an asymmetric power condition had been adopted during the flight. The windscreen in front of Mr. Wright was partially obscured by navigation charts and this is a method known to have been used by Mr. Brougham to simulate instrument flight conditions.

OPINION AS TO CAUSE

The probable cause of the accident was that the flight crew paid insufficient attention to the maintenance of a safe terrain clearance while carrying out asymmetric training at night.

Approved for
publication(Frank E. Yeend)
Delegate of the Director-General of Civil Aviation

Date

5.3.1975

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 cowling, 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".