

1. LOCATION OF OCCURRENCE

Moorabbin Airport, Victoria.	Height a.m.s.l. (ft) 44 feet	Date 8.3.70	Time (Local) 1817	Zone EST
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2. THE AIRCRAFT

Make and Model DH.82 "Tiger Moth"	Registration VH-RVI	Certificate of Airworthiness	Valid from 27.11.64	Valid to 26.11.73
Registered Owner Royal Victorian Aero Club, P.O. Box 22, Cheltenham, Victoria.	Operator Royal Victorian Aero Club, P.O. Box 22, Cheltenham, Victoria	Degree of damage to aircraft Substantial		
		Other property damaged Nil		

Defects discovered

3. THE FLIGHT

Last or intended departure point Moorabbin	Time of departure 1725	Next point of intended landing Moorabbin	Purpose of flight Conversion Training	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
Robert Charles BUXTON	Pilot-in- Command	31	Commercial	5	2250	Nil
Albert Cornelius BROUWER	Pilot	26	Commercial	1	1256	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

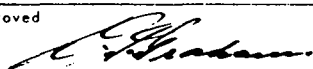
Regulation or Order No.	Nature of contravention

RELEVANT EVENTS

The aircraft departed Moorabbin with the pilot undergoing training handling the controls in the rear cockpit and then carried out a period of air work in the training area. On completion of this exercise and still under the control of the pilot under training, the aircraft returned, joined the circuit and made an approach to runway 17 grass for a touch and go landing. After landing and when the aircraft had almost stopped, power was applied for another take-off. The aircraft accelerated normally and reached the flying attitude but, as it neared flying speed, it did not become airborne but instead nosed down. The pilot in command in the front cockpit attempted to correct the attitude with the elevators, but this was unsuccessful and the propeller struck the ground. He closed the throttle and the aircraft continued to pitch nose down until it stood up on its nose. It then fell over to the starboard upper main plane tip and rocked back until it came to rest on the main wheels and the nose. There was no fire.

8. OPINION AS TO CAUSE

The cause of the accident was that the pilot-in-command did not exercise the degree of vigilance required in adequately supervising the take-off.

Report approved  (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 3.2.1971
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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".