

## 1. LOCATION OF OCCURRENCE

'Devon Downs', Black Hill, South Australia.	Height a.m.s.l. (ft) 200 feet	Date 3.10.70	Time (Local) 1800	Zone CST
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## THE AIRCRAFT

Make and Model Auster J1N	Registration VH-BTK	Certificate of Airworthiness	Valid from 12.11.64	Valid to 11.11.73
Registered Owner J.S. Christian, Devon Downs, Black Hill, South Australia.	Operator J.S. Christian, Devon Downs, Black Hill, South Australia.	Degree of damage to aircraft Destroyed		
		Other property damaged Nil.		
Defects discovered				

## 3. THE FLIGHT

Last or intended departure point Scrubby Flat	Time of departure Approximately 1745	Next point of intended landing Devon Downs	Purpose of flight Travel	Class of operation Private
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## THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
John Sibley CHRISTIAN	Pilot	36	Private	501	513	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Robert James KING	Passenger	Fatal	Robert Francis KING	Passenger	Fatal

## 6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

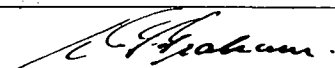
Regulation or Order No.	Nature of contravention
	See Attached List

## RELEVANT EVENTS

The pilot, an enthusiastic light aircraft owner, had organised a week end "fly in" to his airstrip at Devon Downs, which was attended by light aircraft pilots and parachutists together with their families and friends. During the day a programme of general flying was carried out and late in the afternoon the pilot flew to nearby Scrubby Flat with the two passengers to pick up some sleeping bags. The passenger in the right hand front seat was also a qualified pilot but the right hand control column had been removed earlier in the day to permit parachute dropping and had not been replaced. The people assembled at the airstrip at Devon Downs first sighted the aircraft on its return as it climbed up from the nearby Murray River valley which, in this area, is bordered by 200 feet high cliffs. The aircraft then made a shallow descent and flew along the strip on a heading of about 250 degrees, at a very low height. At the western end of the strip the aircraft pulled up steeply to between 200 and 300 feet above the ground and began a "wingover" turn manoeuvre to the left. As the turn progressed to the point at which the wings were steeply banked and the fuselage approximately horizontal, the spectators saw the aircraft falter, then the nose dropped and the aircraft dived into the ground at a very steep angle. A fierce fire broke out immediately on impact and the aircraft was completely destroyed.

## 8. OPINION AS TO CAUSE

The cause of the accident was that the pilot attempted an acrobatic manoeuvre at an unsafe height.

Report approved  (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 28.6.71
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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".

## 6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of Contravention
A.N.R. 131 (2)	The aircraft was flown acrobatically when it was not authorised for such flight by specification in its certificate of airworthiness.
A.N.R. 131 (3)	The aircraft was flown acrobatically at a height lower than 3,000 feet without the permission of the Director-General.
A.N.R. 131 (4)	The pilot-in-command did not ensure that every person in the aircraft was secured with a correctly adjusted shoulder harness before commencing acrobatic flight.
A.N.R. 133 (2)	The aircraft was flown at a lower height than 500 feet.
A.N.O. 40.1.2.12.7	Being the holder of a private pilot licence, the pilot acted as pilot in command of an aircraft engaged in acrobatic flight when he did not have the appropriate certificate of competency required by the Director-General.