

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.
AS/722/1028

1. LOCATION OF OCCURRENCE

Gerogery East, New South Wales.	Height a.m.s.l. 550 feet	Date 30.5.72	Time (Local) 1435	Zone EST
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2. THE AIRCRAFT

Make and Model Cessna 150G	Registration VH-KPG	Certificate of Airworthiness	Valid from 17.2.67	Valid to 16.2.76
Registered Owner B. F. Bunn, RMB 362, Albury, New South Wales.	Operator G. J. Johnston, Wirlinga, New South Wales.	Degree of damage to aircraft Destroyed	Other property damaged Nil	
Defects discovered Nil				

3. THE FLIGHT

Last or intended departure point Gerogery East	Time of departure 1433	Next point of intended landing Point of Departure	Purpose of flight To establish radio communication	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
Geoffrey John JOHNSTON	Pilot	24	Private	15	89	Serious

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Arthur Campbell WATSON	Passenger	Minor			

6. RELEVANT EVENTS

Prior to the day of this accident, the pilot had not flown any aircraft since 5 December, 1971. As he had a business commitment on a property at Gerogery East he arranged to fly himself in VH-KPG from Albury to the property, some 17 miles distant. On departure from Albury at 1325 hours he communicated by VHF radio with the Melbourne Flight Service Centre and reported that he would be flying around the area for about 60 minutes and that he would call again if he extended his flight time. He then flew to the property and landed in a field.

Approximately one hour later his business commitments had not been completed and he returned to the aircraft and endeavoured to communicate with Melbourne again to report his delay. When this attempt was unsuccessful he decided to make a short flight with a view to establishing communications whilst airborne and the property owner accepted an invitation to accompany him. The pilot selected the maximum available length of the field for take-off and this was adequate for the purpose. Prior to take-off he selected 10 degrees of flap down and then applied full throttle. The aircraft became airborne about midway along the field and climbed to a height of 150 to 200 feet. The pilot then gained the impression that the aircraft was sinking and, apprehensive that it may not clear a power line just ahead, he commenced a turn to the left and selected the flap fully down. The stall warning sounded and the left wing continued to lower despite the application of right aileron. The nose of the aircraft dropped and the left wing tip, the propeller and the lower engine cowl struck the ground. The aircraft bounced and turned anti-clockwise through 180 degrees before coming to rest. Fire broke out almost immediately. The pilot, despite his injuries, forced open his door, left the aircraft and ran around to the other side where he released the unconscious passenger and dragged him clear.

OPINION AS TO CAUSE

The cause of this accident was the pilot's decision to increase the flap extension in an attempt to improve the aircraft's climb performance after take-off.

Report released

FRANK E. YEEND

Designation
Assistant Director-General
(Air Safety Investigation)Date
10.4.74