


CHECK SHEET - CONCLUSION PROCESSING

FILE REF: 6/743/1058

ACTION	DATE	OFFICER
REVIEW COMPLETED	11-9-75	 SIG3
CONCLUSIONS SUBMITTED		
CONCLUSIONS APPROVED		
DRAFT PROOF READ		
DRAFT TO PPC		
PRINTED CONCLUSIONS FROM PPC		
CONCLUSIONS DESPATCHED TO REGION		



GOVERNMENT OF AUSTRALIA

DEPARTMENT OF TRANSPORT

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/743/1058

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

1. LOCATION OF OCCURRENCE

1 km northeast of Latrobe Valley Aerodrome, Victoria	Height a.m.s.l. 170 feet	Date 16.11.74	Time (Local) 1725	Zone ESuT
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2. THE AIRCRAFT

Make and Model Taylor Monoplane	Registration VH-ULC	Certificate of Airworthiness Permit to Fly expired on 29.4.75
Certificate of Registration issued to <i>Not issued.</i> <i>Aircraft had not completed certification.</i> <i>owner: C D McLean</i> <i>253 Princes Highway, Druin, Vic.</i>	Operator C.D. McLean 253 Princes Highway Druin Victoria 3818	Degree of damage to aircraft Substantial
Other property damaged		
Defects discovered		

3. THE FLIGHT

Last or intended departure point Latrobe Valley	Time of departure 1725	Next point of intended landing Point of departure	Purpose of flight Local flying	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
Colin David McLEAN	Pilot	43	Restricted Private	approx 10	approx 62	Serious

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

Name	Status	Degree of injury	Name	Status	Degree of injury

6. RELEVANT EVENTS

VH-ULC had been constructed by the pilot and was classed as an amateur-built aircraft. Being an amateur built aircraft, a flight test schedule was required to be completed before a Certificate of Airworthiness could be granted. To enable a flight test program to be initiated, a permit to fly was issued for a period of one month and before it expired, several flights were successfully completed by a nominated and experienced pilot. Mr. McLean did not have the required aeronautical experience therefore he was not nominated or approved to fly VH-ULC. Specific information required for the flight test schedule had been requested from Mr. McLean, but because this information was not provided, a further permit to fly was not issued.

Between April and November 1975, Mr. McLean flew the aircraft several times and on the day of the accident had completed a flight of approximately two hours duration. After the aircraft was refuelled to capacity the pilot made it known that he intended to carry out a further flight and after starting the engine the aircraft was seen to taxi out and takeoff from runway 03 into a 10 to 15 knot headwind. At a height of about 300 ft after takeoff, the engine noise was heard to stop suddenly and the aircraft was seen to turn towards the right. It then descended rapidly and struck the ground in a near vertical nosedown attitude. Subsequent examination of the wreckage failed to reveal any evidence of a pre-existing defect or a reason for the engine's sudden loss of power.

7. OPINION AS TO CAUSE

The probable cause of the accident was that, following a sudden loss of engine power, the inexperienced pilot allowed the aircraft to stall at a height too low for recovery to be effected.

Approved for
publication

Delegate of the Secretary

Date