

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.
AS/693/1050

1. LOCATION OF OCCURRENCE

Berwick Aerodrome, Victoria	Height a.m.s.l. (ft) 87 feet	Date 22.11.69	Time (Local) 1720	Zone EST
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2. THE AIRCRAFT

Make and Model Beagle B-121 "Pup", Series 2	Registration VH-EPB	Certificate of Airworthiness	Valid from 6.11.69	Valid to 5.11.78
Registered Owner Beagle Aircraft Sales (A'sia) Pty. Ltd., 11th Street, Mascot, NSW	Operator Groupair Pty. Ltd., Box 76, Berwick, VIC.	Degree of damage to aircraft Destroyed		
		Other property damaged Nil		
Defects discovered				

3. THE FLIGHT

Last or intended departure point Berwick Aerodrome	Time of departure 1713	Next point of intended landing Berwick Aerodrome	Purpose of flight Demonstration	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
Ronald Percival KERRISON	Pilot	45	Private	9 hours	1227 hours	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Roma Jean McLEOD	Passenger	Fatal			

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

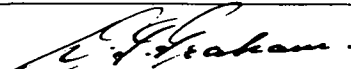
Regulation or Order No.	Nature of contravention
Air Navigation Regulation 131 (3) (a)	The aircraft was flown acrobatically at a height lower than 3000 feet above the terrain without the permission of the Director-General.
Air Navigation Order 40.1.2.12.7	Being the holder of a private pilot licence, the pilot acted as pilot-in-command of an aircraft engaged in acrobatic flight when he did not have the appropriate certification of competency required by the Director-General.

RELEVANT EVENTS

The aircraft had been delivered to the operator on 20th November, 1969 and a demonstration of its acrobatic capability was given at that time by the delivery pilot. During the two ensuing days the aircraft was mainly flown for demonstration purposes by the pilot concerned in the accident. The pilot was endorsed on the aircraft type but there is evidence that he was inexperienced in acrobatic flight. The weather was fine with a wind of 5 knots, a little cloud at 4,000 feet and good visibility when the aircraft took off on its last flight. After take-off the aircraft climbed steeply and then completed a circuit of the aerodrome before making a fast, low approach at high power. This run was made along the general alignment of the runway towards the south east at a height of some 20 to 30 feet above the ground. When two thirds of the way along the runway, the aircraft entered a very steep climb to a height of approximately 200 feet. At the top of this climb, the aircraft made a stall turn type of manoeuvre to the left, which resulted in the aircraft entering an almost vertical dive on a reciprocal heading to the approach. The pitch attitude of the aircraft progressively changed during the dive, but the height available was insufficient for complete recovery. The aircraft struck the ground in a slightly nose down attitude at a comparatively low forward speed, but with an extremely high rate of descent. The undercarriage collapsed and the aircraft bounced and skidded on the grass surface for a distance of 234 feet before coming to rest. There was no fire.

8. OPINION AS TO CAUSE

The probable 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 18.6.1970
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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".