

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS 694/1004

1. LOCATION OF OCCURRENCE

15 nautical miles east of Kyancutta, S.A.

Height a.m.s.l. (ft)
Approx. 450Date
8.2.69Time (Local)
1510Zone
CST

2. THE AIRCRAFT

Make and Model Cessna P206A	Registration VH-UPK	Certificate of Airworthiness	Valid from 21.4.66	Valid to 20.4.75
Registered Owner Lombard Australia Ltd., 95 Waymouth Street, ADELAIDE, S.A.	Operator R. Baumeister, 25 Murray Street, HENLEY BEACH, S.A.	Degree of damage to aircraft Destroyed	Other property damaged Nil	
Defects discovered				

3. THE FLIGHT

Point of intended departure point Ceduna	Time of departure 1407	Next point of intended landing Parafield	Purpose of flight Travel	Class of operation Charter
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Reinhard BAUMEISTER	Pilot	39	Private	19,20	187,00	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Donald Haden DOUGLAS	Passenger	Fatal	Walter SORGER	Passenger	Fatal
Lewis Lloyd JOHNSON	Passenger	Fatal	James Alexander REID	Passenger	Fatal
Trace Amelia JOHNSON	Passenger	Fatal	(Known as HORROCKS)		

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention
A.N.R. 50(1)	The pilot acted in the capacity of pilot-in-command of an aircraft engaged in charter operations while he was not the holder of a commercial pilot licence.
A.N.R. 197(1)	The aircraft was used in charter operations without the authority of an appropriate charter licence.

7. RELEVANT EVENTS

The pilot lodged a flight plan at Parafield for a return flight to Ceduna and the aircraft departed shortly after first light. It was raining on arrival at Ceduna and the weather conditions further deteriorated during the day to frequent periods of light to moderate drizzle and rain from overcast middle level cloud and the development of low stratus cloud. The pilot decided to return to Parafield, as planned, after being briefed that the weather conditions at Ceduna were marginal for flight under Visual Flight Rules and that similar conditions could be expected along the route. After starting up he was advised that marginal visual meteorological conditions existed at Parafield and Adelaide Airports. Just prior to setting course he was advised that Adelaide Airport was then closed to VFR traffic, due to visibility of one mile in rain but was expected to be re-opened in 20 minutes. He replied "I will try to get through" and this was the last transmission received from the aircraft. During the flight the aircraft was flown in conditions of low cloud and reduced visibility and was last seen some 10 miles west of the accident site headed, in normal flight, towards an area of low cloud and rain over the accident site. The aircraft wreckage was found two days later after search aircraft had been delayed for some time by very low cloud along the route. The aircraft had struck the ground in a thickly wooded area close to the planned track and in a steep nose down, right wing down attitude.

8. OPINION AS TO CAUSE

The probable cause of the accident was that the pilot, who was not qualified for instrument flight, lost control of the aircraft when he proceeded into weather conditions which deprived him of visual reference.

Report approved

(D.S. GRAHAM)

Designation
Assistant Director-General
(Air Safety Investigation)

Date

5.9.69

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 cowling, 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".