

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.
AS/695/1040

1. LOCATION OF OCCURRENCE

2 miles north of Cunderdin Aerodrome, Western Australia	Height a.m.s.l. (ft) 850 feet	Date 25.10.69	Time (Local) 1530	Zone WST
---	----------------------------------	------------------	----------------------	-------------

2. THE AIRCRAFT

Make and Model		Registration	Certificate of Airworthiness	Valid from	Valid to
DH82 Tiger Moth		VH-AZA		20.10.67	19.10.76
Registered Owner		Operator		Degree of damage to aircraft	
Bob Couper Pty. Ltd., P.O. Box 55, Cunderdin, W.A.		Gliding Club of Western Australia, 61 Birkett Street, Bedford Park, W.A.		Destroyed	
				Other property damaged	
				Part of wheat crop	
Defects discovered					

3. THE FLIGHT

Last or intended departure point Cunderdin	Time of departure 1510	Next point of intended landing Departure Point	Purpose of flight Glider towing and Spinning Practice	Class of operation Private
---	---------------------------	---	---	-------------------------------

THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Brian STANAWAY	Pilot	33	Commercial	165 hours	3660 hours	Serious

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

Name	Status	Degree of injury	Name	Status	Degree of injury

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

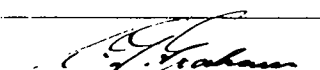
Regulation or Order No.	Nature of contravention

RELEVANT EVENTS

Following comments that recovery from right hand spins was more prolonged than for left hand spins, the rigging of the aircraft was checked and both ailerons and an interplane strut were replaced. The aircraft was then re-rigged and found to fly normally during take-off, level flight and landing. On the day of the accident the pilot advised that, after completing the aerial launch of a glider, he would spin the aircraft to check the right hand spin recovery. After dropping the tow line the aircraft climbed in a thermal to over 5000 feet. At least one spin to the left and two spins to the right were made and recovery effected, but the pilot believed that the recovery from the second spin to the right took longer. He decided to check this and after climbing to a height stated by the pilot to be 3600 feet he again entered a spin to the right. Full left rudder was then applied and the aircraft continued for two rotations without any change in the rate of rotation. The pilot then progressively moved the control column forward during a further two turns and maintained left rudder. He then applied left aileron, rocked the elevators backward and forward, and applied power. These actions failed to effect recovery and the aircraft continued to spin in a nose down attitude to the right until it struck the ground. An examination of the wreckage did not disclose any defects. In a later flight test the pilot demonstrated correct spin recovery technique.

8. OPINION AS TO CAUSE

The probable cause of the accident was that the pilot did not sustain the complete technique for recovery from a spin.

Report approved  (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 20.5.70
---	---	-----------------

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".