

1. LOCATION OF OCCURRENCE

3 miles east of Inverell, New South Wales.	Height a.m.s.l. (ft) 2,250 feet	Date 12.1.71	Time (Local) 1440	Zone EST
--------------------------------------------	------------------------------------	-----------------	----------------------	-------------

THE AIRCRAFT

Make and Model Cessna 177	Registration VH-DZH	Certificate of Airworthiness	Valid from 26.1.68	Valid to 25.1.77
Registered Owner J.J. Murray, "Ulinga", Inverell, New South Wales.	Operator E.J. Jackson, 2 Kingslangly Road, Greenwich, New South Wales.	Degree of damage to aircraft Destroyed		
		Other property damaged Nil.		

Defects discovered

No defects were discovered but the extent of destruction by fire of the wreckage severely restricted the examination.

3. THE FLIGHT

Last or intended departure point Inverell North	Time of departure 1440	Next point of intended landing Grafton	Purpose of flight Travel	Class of operation Private
----------------------------------------------------	---------------------------	-------------------------------------------	-----------------------------	-------------------------------

THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Edwin John JACKSON	Pilot	37	Private	Nil	190	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Brian William STEELE	Passenger	Serious			

CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention

7. RELEVANT EVENTS

The recent experience of the pilot had been acquired in a Piper PA28-235 aircraft owned by the company with which he was associated. He had not previously flown the Cessna 177 model but this type was included in a group of aircraft endorsed on his licence. Before the flight he was briefed by the owner on the handling characteristics of the aircraft and after normal pre-flight preparation, he and the passenger boarded the aircraft and taxied to the 334 degrees strip. Conditions at the time were hot and moderately gusty with the temperature about 90 degrees F and a north westerly wind of 8 to 12 knots. After checking the engine performance the pilot was not satisfied with the operation of the carburettor heat control and taxied back to the apron. The aircraft owner reassured him of the serviceability of the system and the pilot again taxied to the 334 degrees strip from which, after a further check of engine and flight controls, the aircraft took off. After becoming airborne, the aircraft assumed what appeared to be a normal climb straight ahead, but at a height of 100 to 150 feet it began a turn to the left with an angle of bank of about 15 degrees. The turn continued through approximately 110 degrees then the nose suddenly dropped as the angle of bank increased and the aircraft, still turning, dived to the ground. The passenger was able to escape from the cabin before the wreckage was destroyed by fire, but was prevented by the flames from giving effective assistance to the unconscious pilot.

8. OPINION AS TO CAUSE

The probable cause of the accident was that the pilot, who was inexperienced on the type, lost control of the aircraft at a height which was too low to permit recovery. It has not been possible to establish the reason for the loss of control.

Report approved <i>(Signature)</i>	(D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 28.7.71
---------------------------------------	---------------	-------------------------------------------------------------------------	-----------------