GOVERNMENT OF AUSTRALIA DEPARTMENT OF TRANSPORT

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Publication of this report is authorised by the Director-General of Civil Aviation under the provisions of Air Navigation Regulation 283(1)

Reference No. AS/722/1034

1. LOCATION OF OCCURRENCE

	Height a.m.s.l.	Date	Time (Local)	Zone
Aero Paddock Airstrip, Holsworthy, New South Wales	80 feet	9.7.1972	1643 hours	EST

2. THE AIRCRAFT

Make and Model	Registration	Certificate of Airworthiness
Cessna A150K	VH-RDH	Valid from 11.5.1970 to 10.5.1979

Certificate of Registration issued to	Operator	Degree of damage to aircraft
B. Wing, 157 Pretoria Parade, Hornsby, New South Wales.	Navair Flying School & Charter Services Pty. Ltd., Hangar 120, Bankstown Airport, New South Wales	Destroyed Other property damaged: Nil

Defects discovered

Nil

3. THE FLIGHT

Last or intended departure point	Time of departure	Next point of intended landing	Purpose of flight	Class of operation
Aero Paddock Airstrip	1642 hours	Point of departure	Demonstration	Private

4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Anthony Robert PAUL	Pilot	23	Commercial	668	1442	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury

6. RELEVANT EVENTS

On the day of the accident spot landing competitions were carried out from the Aero Paddock Airstrip by a social group of pilots. Mr. Paul was a qualified flying instructor and was responsible for supervision of the flying activities for the day. After the competitions were concluded he indicated to a small group of persons that he would make a demonstration flight in VH-RDH which was the only aircraft at the airstrip approved for acrobatic flight. He stated, however, that he would not operate the aircraft acrobatically. The airstrip was aligned east/west and the surface wind was from the west at 8 knots. An into wind take-off was made in a manner similar to that which would be expected for short field operations but the flaps were extended to about 30 degrees whereas 10 degrees of flap extension is recommended by the aircraft manufacturer as the maximum for short field take-offs. The aircraft climbed steeply ahead to a height of about 200 feet, the flaps were retracted, and it then turned to the right. As the turn continued the aircraft descended and made a very low run over the airstrip area in an easterly direction, at a speed of approximately 100 knots. When it was near the eastern end of the airstrip the aircraft climbed steeply to a height of about 300 feet and the speed decreased to at least the stalling speed of the aircraft in its particular configuration (i.e. 43 knots). The nose pitched down, the port wing dropped, a turn to the left commenced and the engine noise ceased. As the aircraft descended the nose continued to lower, the angle of bank increased and it is apparent that the aircraft had entered an unstabilized spinning mode. Before recovery could be effective the port wing struck a tree some 20 feet above ground level and the aircraft impacted the ground at a speed of approximately 100 knots still rotating to the left and in a steep nose down attitude.

7. OPINION AS TO CAUSE

The probable cause of the accident was that the pilot allowed the aircraft to stall and enter a spin at a height too low for recovery to be effected.

Approved for publication

Frank E. Yeend

(Frank E. Yeend)
Delegate of the Director-General of Civil Aviation

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