



GOVERNMENT OF AUSTRALIA

DEPARTMENT OF TRANSPORT

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/743/1020

Publication of this report is authorised by the Secretary under the provisions of Air Navigation Regulations 283 (1)

1. LOCATION OF OCCURRENCE

Moorooduc, Victoria.	Height a.m.s.l. 190 feet	Date 15.3.74	Time (Local) 1205 hours	Zone EST
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2. THE AIRCRAFT

Make and Model Aero Commander 100	Registration VH-BFA	Certificate of Airworthiness Valid from 16.5.69 to 15.8.78
Certificate of Registration issued to J. L. W. Ellis, 5 Heales Street, Dromana, Victoria.	Operator The Pilot Makers E. F. T. S. Pty. Ltd., 5 Heales Street, Dromana, Victoria.	Degree of damage to aircraft Destroyed Other property damaged Nil
Defects discovered Nil		

3. THE FLIGHT

Last or intended departure point Moorooduc	Time of departure 1205 hours	Next point of intended landing Unknown	Purpose of flight Unknown	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
Murray Malcolm LOOKER	Pilot	27	Student	Nil	21	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury

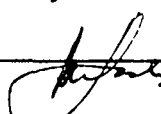
6. RELEVANT EVENTS

The pilot commenced flying training with the operator on 2 February, 1974 and all of his training had been carried out in Auster type aircraft. His first and only solo flight was made on 11 March. He had also flown as a passenger in VH-BFA on two occasions. A further training flight had been arranged for 1030 hours on the day of the accident but, prior to this time, the pilot cancelled the arrangement by telephone. Nevertheless, at about 1100 hours he arrived at the flight office of the operator at Moorooduc and, some time later, he was observed walking towards the line of parked aircraft. At about 1200 hours the instructor in charge, who was then in the flight office some 1500 metres from the parked aircraft, heard an aircraft engine start and he established that the aircraft concerned was VH-BFA. As he had not authorised any person to fly VH-BFA, the instructor drove his car to intercept the aircraft which had by then commenced taxiing towards the airstrip. The car arrived at the southern end of the airstrip as the aircraft commenced to take off towards the north. After a short ground roll, the aircraft became airborne and climbed steeply to a height of about 150 feet. It then commenced a steep climbing turn to the left and, after turning through some 90 degrees, the nose dropped and the aircraft dived to the ground and overturned after impact. Shortly after impact a fierce fire broke out and extended to the surrounding scrub.

It was subsequently established that the pilot was suffering from a mental illness for which he had been receiving treatment since 1972. On 4 February 1974 he was medically examined in connection with his application for a student pilot licence. He did not disclose his mental illness to the medical examiner and he was assessed as meeting the appropriate medical standards and issued with a licence. Because of his undisclosed illness he did not meet the medical standards required for the issue of any pilot licence.

OPINION AS TO CAUSE

The cause of the accident was that the pilot attempted to make an unauthorised flight which was beyond his level of experience and ability.

Approved for publication	 (I. M. Leslie) Delegate of the Secretary	Date 27.1.1977
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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 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".