

## 1. LOCATION OF OCCURRENCE

10 miles south of Kingston S. E., South Australia	Height a.m.s.l. (ft) 20 feet	Date 16.12.69	Time (Local) 0605	Zone CST
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## 2. THE AIRCRAFT

Make and Model Victa 100	Registration VH-ACZ	Certificate of Airworthiness	Valid from 12.8.65	Valid to 11.8.74
Registered Owner J. J. Edwards, Holland Street, Kingston S. E., South Australia.	Operator Largent Aviation Pty. Ltd., Kingston S. E., South Australia.	Degree of damage to aircraft Destroyed		
		Other property damaged Nil.		
Defects discovered				

## 3. THE FLIGHT

Last or intended departure point Strip near Greenways	Time of departure 0550	Next point of intended landing Kingston S. E.	Purpose of flight Travel	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
Richard Maurice SHEA	Pilot	24	Private	38	127	Serious

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Keith Edward ALFORD	Passenger	Fatal			

## 6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention

## 7. RELEVANT EVENTS

The aircraft, flown by an employee of the operating company with another employee as passenger, was returning to Kingston S. E. from a strip 23 miles to the south east. The weather was cool and clear with a light south easterly breeze. At approximately 0600 hours CST a small single engined aircraft was observed flying very low towards Kingston about three miles west of the direct track from the departure point and at about 1½ miles east of "Binowie" the property on which the accident occurred. The occupants of "Binowie" Homestead, to whom the pilot was well known, heard an aircraft approach from an easterly direction and fly at a low altitude almost directly overhead. Shortly afterwards smoke was noticed and the crashed burning aircraft was seen 300 yards to the south west of the house. The pilot was found lying clear of the aircraft but the passenger was in the burning wreckage. There is evidence that the aircraft struck the ground in a slightly nose down left wing down attitude at a low forward speed and with a very high rate of descent. The heading of the aircraft was 055 degrees magnetic which, together with the location of the accident, suggests that after flying over the homestead, the aircraft had turned back towards the house. Examination of the wreckage and a strip inspection of the engine did not indicate any condition or malfunction which might have contributed to the accident. The pilot has stated that he has no clear recollection of the latter stages of the flight.

## 8. OPINION AS TO CAUSE

The probable cause of the accident was that the pilot allowed the aircraft to adopt a high sink rate while operating at a low height.

Report approved



(G. S. GRAHAM)

Designation  
Assistant Director-General  
(Air Safety Investigation)Date  
17.11.1970

## 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".