

1. LOCATION OF OCCURRENCE

4 miles west of Clifton, Queensland	Height a.m.s.l. (ft) 1440 feet	Date 14.2.70	Time (Local) 0820	Zone EST
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2. THE AIRCRAFT

Type and Model Ryan STM	Registration VH-RAE	Certificate of Airworthiness	Valid from 10.2.66	Valid to 9.2.75
Registered Owner J. J. Bange, P.O. Box 54, Clifton, Queensland.	Operator J. J. Bange, P.O. Box 54, Clifton, Queensland.	Degree of damage to aircraft Destroyed		
		Other property damaged Power Pole Broken		
Defects discovered				

3. THE FLIGHT

Last or intended departure point Bange Airstrip	Time of departure 0750	Next point of intended landing Bange Airstrip	Purpose of flight Conversion Training	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
John Joseph BANGE	Pilot-in- Command	63	Private	180	810	Minor
Stephen Leslie SIMPSON	Pilot	20	Private	10	300	Minor

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
	See Attached List

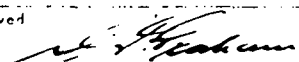
7. RELEVANT EVENTS

The flight was undertaken to provide some "unofficial" dual instruction towards endorsement of the type on the licence of the pilot under training. The aircraft was of the dual tandem cockpit type and communications between the two pilots was by means of voice tubes. At a low level during the approach for a practice forced landing the pilot-in-command took over the controls, adjusted the power and levelled the aircraft. He states that he then handed back control to the trainee pilot and accepted that the latter had control although he did not receive the usual response, "taking over". The trainee pilot states that he understood that the pilot-in-command continued to have control of the aircraft. The aircraft continued to fly in a wide shallow left turn at a low level and although each pilot thought that the other had control, each momentarily moved the controls to avoid an unsafe situation. Neither pilot observed that the aircraft was converging with a set of three power lines with which it ultimately collided. The wires did not break but the aircraft was flung sideways striking the ground with the port wing tip and rolling on to its back. There was no fire and the trainee pilot was able to vacate the rear cockpit unaided. He assisted the pilot-in-command to vacate the front cockpit.

8. OPINION AS TO CAUSE

The cause of the accident was that the pilot-in-command did not ensure that the aircraft was operated at a safe height.

Report approved



(D.S. GRAHAM)

Designation

Assistant Director-General
(Air Safety Investigation)

Date

26.5.71

CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of Contravention
A.N.R. 312A(1)	The pilot-in-command conducted conversion training, for which a valid instructor rating was required, without holding the appropriate rating and without being a person approved by the Director-General under A.N.O. 40.1.0.6.1.2.
A.N.R. 133(2)(b)	The aircraft was flown at a lower height than 500 feet
A.N.R. 50(1)	The pilot-in-command acted in that capacity when he had not complied with a condition endorsed upon his licence requiring that he wear suitable correcting lenses at all times whilst exercising the priveleges of the licence.