

1. LOCATION OF OCCURRENCE

Lake Burragorang, 14 miles west of Camden, N.S.W.	Height a.m.s.l. (ft) 390 feet	Date 3.4.72	Time (Local) 1834	Zone EST
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2. THE AIRCRAFT

Type and Model Cessna 172H	Registration VH-KOT	Certificate of Airworthiness	Valid from 5.5.67	Valid to 4.5.76
Registered Owner Air Training Pty. Ltd., Hangar 276 Aerodrome, Bankstown, New South Wales.	Operator C.G. Lundquist, 91 Campbell Street, Glebe, New South Wales.	Degree of damage to aircraft Substantial		
		Other property damaged Nil.		
Defects discovered				

3. THE FLIGHT

Last or intended departure point Cootamundra	Time of departure 1640	Next point of intended landing Bankstown	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
Charles Gunnar Oscar LUNDQUIST otherwise known as Charles LUND	Pilot	26	Private	16	240	Minor


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

Name	Status	Degree of injury	Name	Status	Degree of injury
John William HILLS	Passenger	Fatal	David John HILLS	Passenger	Fatal

6. RELEVANT EVENTS

The flight was planned from Deniliquin - Cootamundra - Bankstown with a time interval to Cootamundra of 96 minutes, and although the pilot indicated a fuel endurance of 300 minutes, the aircraft handling notes and an analysis of fuel consumptions based on refuellings since the aircraft left Sydney on 31 March, indicate that this figure was unrealistically high. The flight was to be conducted under the Visual Flight Rules and before landing at Cootamundra the pilot obtained a forecast of the weather to be expected at Bankstown. This forecast indicated that the weather conditions would be unsuitable for VFR operations. The pilot did not request or obtain weather information concerning flight conditions along the route. Fuel was not added to the aircraft tanks at Cootamundra for the flight which occupied 109 minutes from departure to arrival in the circuit area. The aircraft departed Cootamundra at 1640 hours EST and the pilot advised Sydney Flight Service Unit that the flight to Bankstown would occupy 90 minutes, and fuel endurance was 200 minutes. At 1801 hours the pilot reported to Sydney that he was 15 miles west of Warragamba Reservoir and estimating arrival at Bankstown at 1815 hours. He was advised that the weather in the Bankstown area was such that a VFR flight would require special authorisation to enter the Bankstown Control Zone and such authorisation could apply only to an aircraft which could land no later than the time of last light, 1813 hours. When VH-KOT had not reached Bankstown by 1813 hours, the pilot was requested to indicate his intentions and at this time he reported that his fuel endurance was 25 minutes. He was then advised that he could be accepted at Bankstown on an emergency basis only and alternatives of Camden or Hoxton Park were suggested by Sydney. The pilot requested radar assistance and reported that he was in cloud at 3500 feet. He was instructed to climb to 5500 feet and at 1823 hours the aircraft was identified by radar at a position 20 miles west of Camden. The aircraft was being directed to Camden, when, at 1826 hours, the pilot reported that he was running out of fuel. The aircraft was ditched in Lake Burragorang, near Woodville Point and the pilot swam ashore. The bodies of the two passengers were subsequently recovered from Lake Burragorang at positions some distance from the point at which the aircraft entered the water.

7. OPINION AS TO CAUSE

The cause of the accident was that the pilot did not plan and conduct the flight with proper regard to fuel requirements, weather conditions and availability of daylight.		
Report released  (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 12.10.72