



GOVERNMENT OF AUSTRALIA

DEPARTMENT OF TRANSPORT

## AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/755/1001

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

## 1. LOCATION OF OCCURRENCE

Port Grey, 2 kilometres south of Geraldton, Western Australia	Height a.m.s.l. Sea level	Date 4.1.75	Time (Local) 1730 hours (Approx.)	Zone WSuT
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## 2. THE AIRCRAFT

Make and Model Taylor Monoplane	Registration VH-CKC	Certificate of Airworthiness Not issued
Certificate of Registration issued to J. C. Walmsley, Eastern Road, Moonyoonooka, Western Australia.	Operator J. I. Blake, 35 Dorothy Street, Geraldton, Western Australia.	Degree of damage to aircraft Destroyed Other property damaged Nil
Defects discovered  Nil		

## 3. THE FLIGHT

Last or intended departure point Geraldton	Time of departure 1650 hours	Next point of intended landing Point of Departure	Purpose of flight Local flight	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 Irwin BLAKE	Pilot	40	Private	3	250	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 Taylor Monoplane is an amateur-built single seat aircraft and VH-CKC was the first of this type to be constructed in Australia. Since 5 January, 1973, it had completed 103 hours flight time, operating under the provisions of a series of Permits to Fly issued for certification flight testing and demonstration in accordance with Air Navigation Regulation 108A. The last such Permit expired on 30 October, 1974 and had not been renewed pending the approval of a propeller shaft extension fitted to the engine crankshaft. A Certificate of Airworthiness had not yet been issued in respect of the aircraft. Nevertheless Mr. Blake sought and obtained the owner's permission to make a local flight of approximately one hour duration. He had flown VH-CKC on four previous occasions and his licence was correctly endorsed for the aircraft type.

The aircraft, which was not equipped nor required to be equipped with a communications radio, was seen to take-off normally from Geraldton aerodrome. A short time later it was heard in the Geraldton area flying apparently normally above a layer of broken stratus cloud which extended from 1700 to 2000 feet a.m.s.l. It was subsequently seen below the cloud, descending and turning to the right and it then dived steeply into the sea about one kilometre off the shoreline of Port Grey.

Most of the aircraft wreckage was recovered and a detailed examination disclosed no evidence of any pre-existing defect or malfunction of the aircraft or its equipment which may have contributed to the accident. The propeller shaft extension assembly was found to be intact. It is estimated that the gross weight of the aircraft at the time of the accident was some 20 kilograms in excess of the maximum take-off weight for the aircraft type but this is not considered to have been significant and the centre of gravity was within safe limits. Post-mortem examination disclosed that the pilot had a heart condition which could have led to him being incapacitated in flight but this is no more than a speculative possibility. Nevertheless, it seems likely that the accident was preceded by the pilot losing control of the aircraft.

## 7. OPINION AS TO CAUSE

There is insufficient evidence available to determine the cause of this accident.

Approved for  
publication( I. M. Leslie )  
Delegate of the SecretaryDate  
7.8.1975

## 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".