



GOVERNMENT OF AUSTRALIA

DEPARTMENT OF TRANSPORT

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

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

Reference No.

SI/764/1023

1. LOCATION OF OCCURRENCE

adjacent to Lake Bancannia, New South Wales	Height a.m.s.l. 100 feet	Date 21.5.76	Time (Local) 1635 hours	Zone EST
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2. THE AIRCRAFT

Make and Model Cessna 150G	Registration VH-GJC	Certificate of Airworthiness Valid from 13.9.73
Certificate of Registration issued to	Operator	Degree of damage to aircraft Destroyed
		Other property damaged Nil
Defects discovered Nil		

3. THE FLIGHT

Last or intended departure point Milpa Station	Time of departure 1615 hours	Next point of intended landing Road adjacent to Lake Bancannia	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
	Pilot	26	Private	256	256	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 had arranged to land the aircraft on the Silver City Highway where it runs adjacent to Lake Bancannia, some 47 kilometres south-south-west of Milpa Homestead. The purpose of the landing was to uplift a passenger who was to act as observer while the pilot carried out an aerial search for the bodies of two persons missing in the lake following a boating mishap. The weather was fine, the visibility was unlimited and the surface wind was from the north at 5 to 10 knots.

The aircraft was seen to approach from the north and it overflow the intended landing area at an estimated height of 60 feet. It then commenced a steep climb during which the engine noise decreased. At a height of about 250 feet the aircraft banked and a turn, the direction of which cannot be determined from the available evidence, was commenced. As the turn continued the nose dropped sharply and the aircraft dived towards the ground. A substantial increase in engine noise was heard just before the aircraft struck the ground in a very steep nose down down attitude. An intense fire developed shortly after impact.

A detailed examination of the wreckage was carried out but was severely restricted by the extent of destruction by fire. No evidence was found of any defect or malfunction which may have contributed to the accident.

7. OPINION AS TO CAUSE

The probable cause of the accident was that the pilot attempted a manoeuvre at an unsafe height during which he did not maintain a safe flying speed.

Approved for
publication(I. M. Leslie)
Delegate of the SecretaryDate
29.11.1976

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".