



GOVERNMENT OF AUSTRALIA

DEPARTMENT OF TRANSPORT

Reference No.

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

SI/764/1030

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

1. LOCATION OF OCCURRENCE

Menangle, South Australia	Height a.m.s.l. 50 feet	Date 8.8.76	Time (Local) 1227 hours	Zone CST
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2. THE AIRCRAFT

Make and Model Cessna 150L	Registration VH-FYC	Certificate of Airworthiness Valid from 4.9.74
Certificate of Registration issued to	Operator	Degree of damage to aircraft Substantial
		Other property damaged Nil
Defects discovered Nil		

3. THE FLIGHT

Last or intended departure point Menangle	Time of departure 1227 hours	Next point of intended landing Menangle	Purpose of flight Training	Class of operation Aerial Work
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
	Pilot	33	Student	15	15	Serious

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

Name	Status	Degree of injury	Name	Status	Degree of injury

6. RELEVANT EVENTS

The weather was fine and the surface wind was from 330 degrees at 5 to 10 knots. The aircraft was engaged on flying training and take-offs and landings were being made on the airstrip aligned 310 degrees. Accompanied by an instructor, the pilot made three take-offs, circuits and landings to a full stop and was then authorised for a solo period of approximately 30 minutes. The instructor vacated the aircraft and the pilot made three further take-offs, circuits and landings to a full stop without incident. During the fourth solo take-off the aircraft swung sharply to the left and became airborne at a low speed heading some 45 degrees to the left of the planned take-off direction. It slowly climbed to a height of about 100 feet at which it commenced further turn to the left. During the turn the nose dropped sharply and the aircraft dived to the ground.

Detailed examination of the wreckage revealed no evidence of any defect or malfunction which may have contributed to the accident. The pilot suffered head injuries and has said that he has no detailed recollection of the circumstances of the accident.

OPINION AS TO CAUSE

The probable cause of the accident was that, following a loss of directional control during the take-off run, the inexperienced pilot did not abandon the take-off.

Approved for
publication(I. M. Leslie)
Delegate of the SecretaryDate
26.1.1977

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 cowlings, 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".