



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF TRANSPORT

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

SI '771/1005

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

1. LOCATION OF OCCURRENCE

5 km west of Ingham, Queensland	Height a.m.s.l. 50 feet	Date 18.3.77	Time (Local) 1615 hours	Zone EST
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2. THE AIRCRAFT

Make and Model Cessna A188B/A1	Registration VH-IEP	Certificate of Airworthiness Valid from 18.8.74
Certificate of Registration issued to P.O. Box 376 Dalby, Queensland	Operator P.O. Box 376 Dalby, Queensland	Degree of damage to aircraft Destroyed Other property damaged Sugar Cane Crop
Defects discovered Nil		

3. THE FLIGHT

Last or intended departure point Ingham	Time of departure 1540 hours	Next point of intended landing Ingham	Purpose of flight Practice	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	40	Commercial	3	278	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury

6. RELEVANT EVENTS

Early in 1977 the operations manager of the operator discussed the flying characteristics of the Cessna 188 aircraft type with the pilot, who had not previously flown this type of aircraft, and briefed him regarding its operation. Further briefing concerning the aircraft type was subsequently given to the pilot by the Ingham based manager/pilot of the operator. The pilot made his first flight in a Cessna 188 aircraft at Ingham on 15 March 1977: this consisted of a 30 minute period of circuits and landings in VH-IEP which was a single place aircraft. A similar period of 1 hour 30 minutes was carried out on 16 March and a further 30 minute period completed on 17 March. Practice stalls were also carried out during at least one of these periods.

On 18 March 1977 the pilot was authorised to carry out a further period of circuits and landings in order to continue his familiarisation with the aircraft type. Weather conditions were fine and the surface wind was light and variable. Several left hand circuits, making touch and go landings on the runway bearing 051° magnetic, were made in sequence with a Cessna 172 aircraft engaged on a similar exercise.

At 1615 hours the pilot in command of the Cessna 172, which was then positioned on the base leg of the circuit, advised VH-IEP by radio that he intended to complete his next landing to a full stop. The response from VH-IEP was brief and indistinct but was taken to be an acknowledgement. At this time VH-IEP was observed to be one-half to two-thirds of the way along the downwind leg of a circuit at an estimated height of 700 feet. It was then observed to make a manoeuvre variously described as a slow spin to the right, spinning downwards like a saucer, a spiral dive following a steep turn similar to the commencement of an agricultural spray run. The aircraft struck the ground in a crop of sugar cane in a steep nosedown, right wing down attitude heading in a northerly direction.

Detailed examination of the wreckage disclosed no evidence of any pre-existing defect or malfunction of the aircraft which may have contributed to the accident. There was no evidence of pilot incapacitation having been a factor in the accident.

7. OPINION AS TO CAUSE

The cause of this accident has not been determined.

Approved for
publication

G. V. Hughes (G. V. Hughes)
Delegate of the Secretary

Date
16.10.78