COMMONWEALTH 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/781/1004

1. LOCATION OF OCCURRENCE

	Height a.m.s.l.	Date	Time (Local)	Zone
9 kilometres north-west of Dayboro, Qld.	390 feet	2.2.78	0735 hours (approx.)	EST

2. THE AIRCRAFT

Make and Model	Registration	Certificate of Airworthiness
Cessna 177B	VH-UGY	Valid from 30.6.75

Certificate of Registration issued to	Operator	Degree of damage to aircraft
		Destroyed
		Other property damaged: Nil

Defects discovered

3. THE FLIGHT

Last or intended departure point	Time of departure	Next point of intended landing	Purpose of flight	Class of operation
Toowoomba	0655 hours	Redcliffe	Travel	Private

4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
	Pilot	43	Private	386	428	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury
	Passenger	Fatal		Passenger	Fatal
	Passenger	Fatal			

6. RELEVANT EVENTS

At 0528 hours the pilot telephoned Archerfield briefing office and submitted flight plan details for a flight from Oakey to Toowoomba, Redcliffe, Toowoomba and return to Oakey. He was given the appropriate Notices to Airmen (NOTAMS), a time check and the altimeter setting applicable to the area. Before the briefing officer could check whether the pilot had studied the weather forecast for the area or provide the necessary weather briefing, the pilot terminated the call.

The flight plan submitted indicated that there would be four persons on board, that the aircraft would cruise between Toowoomba and Redcliffe at 3500 feet and would not be making formal position reports throughout the flight. Search and rescue action was required should the pilot not cancel the requirement by a radio call to Brisbane Airways Operations Unit before 1730 hours.

The relevant meteorological forecast indicated that winds in the lower levels would be from the east. Scattered showers were expected with 1-4 oktas of stratus cloud between 500 and 2000 feet above sea level, increasing to 5-7 oktas in precipitation. Up to 7 oktas of cumuliform cloud were forecast between 2000 and 10000 feet, with the amount diminishing over the area of the flight and towards the south. The visibility was expected to be 30 kilometres deteriorating to 1500 metres. The weather therefore was forecast to be marginal, but not prohibitive of a flight over the route under VFR.

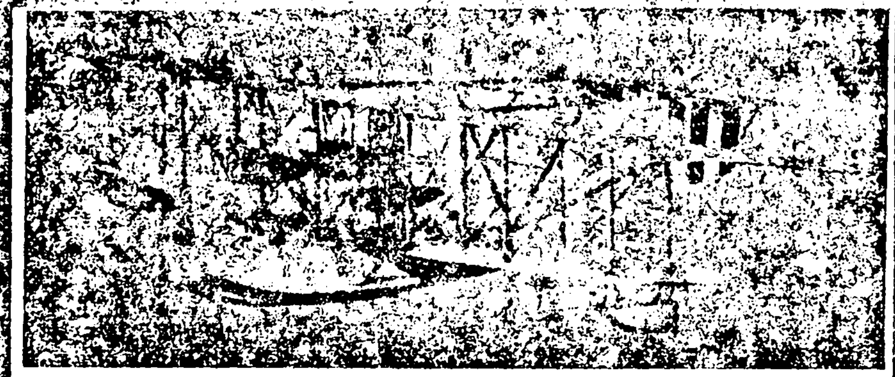
The flight apparently proceeded normally from Oakey to Toowoomba, at which point the three passengers joined the aircraft.

Brisbane Flight Service Unit (FSU) received a call from the aircraft at 0655 hours to the effect that it had departed Toowoomba and requesting advice as to whether the military control zone at Amberley was active. Brisbane FSU confirmed the advice given to the pilot at the earlier briefing that the Amberley Control Zone was not active.

The flight from Toowoomba to Redcliffe was estimated to take 38 minutes and the aircraft could therefore have been expected to arrive at Redcliffe at 0733 hours. At that time the pilot called Brisbane FSU and reported that he was "in cloud and in a bit of trouble". The FSU acknowledged the call and requested that

BUREAU OF AIR SAFETY INVESTIGATION

MINUTE



Regulations For Operation of Aircraft

Commencing January 1920

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilot's should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings, or tail of a machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Never run motor so that blast will blow on other machines.
11. Learn to gauge altitude, especially on landing.
12. If you see another machine near you, get out of the way.
13. No two cadets should ever ride together in the same machine.
14. Do not trust altitude instruments.
15. Before you begin a landing glide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back or tail slides will be indulged in as they unnecessarily strain the machines.
18. If flying against the wind and you wish to fly with the wind, don't make a sharp turn near the ground. You may crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open throttle.
20. Don't attempt to force machine onto ground with more than flying speed. The result is bouncing and ricocheting.
21. Pilots will not wear spurs while flying.
22. Do not use aeronautical gasoline in cars or motorcycles.
23. You must not take off or land closer than 50 feet to the hanger.
24. Never take a machine into the air until you are familiar with its controls and instruments.
25. If an emergency occurs while flying, land as soon as possible.