



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF TRANSPORT

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

V116/793/1049

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

1. LOCATION OF OCCURRENCE

"Wellington Park", 32Km east of Sale, Victoria	Height a.m.s.l. 50 feet	Date 29.12.79	Time (Local) 1445 hours	Zone ESuT
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2. THE AIRCRAFT

Make and Model De Havilland DH82A	Registration VH-AQJ	Certificate of Airworthiness Valid from 29.9.78
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 "Wellington Park"	Time of departure 1445 hours	Next point of intended landing Berwick	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	50	Unlicensed	100 (app)	150 (app)	Fatal
	Pilot	36	Private	110	480	Serious

5. RELEVANT EVENTS

Wade was first issued with a Private Pilot Licence on 28 July, 1977. This licence was cancelled with effect from 6 December, 1979, on the grounds that he failed to continue to satisfy the medical and physical standards required for the holder of such a licence. has stated that he was unaware that the licence of had been cancelled. Several days prior to the accident, Messrs Wade and Brookes flew the aircraft from Berwick, where it was normally based, to Paynesville. At about 1200 hours on the day of the accident, they departed Paynesville and flew the aircraft to "Wellington Park" where they landed at about 1220 hours. During that flight occupied the front cockpit and the rear cockpit. The aircraft was equipped with dual controls but there was no means of communication available between the occupants of the two cockpits. As on previous occasions when they had flown together, usually with in the front cockpit, transfer of control of the aircraft was effected by each pilot waggling the control column in turn. Mr. Wade had control of the aircraft for the take-off at Paynesville and handed over to for the landing.

After having a meal at "Wellington Park", the two pilots boarded the aircraft with again occupying the front cockpit and the rear cockpit. The engine was started with the assistance of the property owner and taxied the aircraft towards the downwind end of the north-east strip. The weather was fine and warm and the surface wind was from the north-east at about 10 knots. As the aircraft approached the end of the strip, waggled the control column indicating that he would do the take-off and relinquished the controls. again waggled the control column indicating that he had control of the aircraft. closely monitored the controls during the take-off and, when the aircraft was safely airborne, he turned his attention elsewhere. The aircraft climbed ahead to about 500 feet and then commenced a turn to the right. After turning through some 180 degrees, it rolled rapidly to the right and commenced spinning to the right. When became aware that spin recovery action was not being taken, he took control of the aircraft, applied full left rudder and because of the proximity to the ground, held the control column in the neutral position rather than push it forward. The aircraft was still spinning when it struck the ground in a steep nose-down, right wing-down, attitude with little forward speed.

Examination of the aircraft wreckage revealed no evidence of any defect or malfunction which might have contributed to the accident. Post mortem examination confirmed that suffered from heart disease of a type which could result in sudden incapacitation in the circumstances leading to this accident.

6. OPINION AS TO CAUSE

The probable cause of the accident was in-flight incapacitation of the pilot at the controls in circumstances in which the other pilot did not become aware of the resultant loss of control until it was too late for him to take effective action.

Approved for
publication(G.V. Hughes)
Delegate of the Secretary

Date

14.10.81

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

Note. - Specifically excluded are: death from natural causes and fatal or serious injury to any person on board whether self-inflicted or inflicted by another person, or to ground support personnel before or after flight, or fatal or serious injury which is not a direct result of the operation of the aircraft, or which concerns stowaways.

- (b) the aircraft suffers substantial damage or is destroyed; or
- (c) the aircraft is missing or is completely inaccessible.

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 or its accessories, or to propeller blades; bent fairings or cowlings; small dents or puncture holes in the skin; damage to wing tips, antennas, tires, or brakes.

MINOR DAMAGE - Damage other than as defined under "Destroyed" or "Substantial Damage".