

COMMONWEALTH OF AUSTRALIA-BUREAU OF AIR SAFETY INVESTIGATION
AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

REFERENCE NO
SI/811/1021

1. LOCATION OF OCCURRENCE

South Point, Bribie Island, Qld.

Elevation:
Sea Level

Date: 15.3.81

Time: 1215 hours (approx)

Zone: EST

2. THE AIRCRAFT

Make and Model: Cessna A150-M

Registration: VH-USD

Certificate of Airworthiness: Valid from 25.5.77

Certificate of Registration Issued to:

Operator:

Degree of Damage to Aircraft:
Destroyed

Other Property Damaged:
Nil

Defects discovered:

Nil

3. THE FLIGHT

Departure Point: Redcliffe

Time of departure: 1200 hours
(approx)

Destination: Redcliffe

Purpose of flight: Local Flying

Class of Operation: Private

4. THE CREW

Name	Status	Age	Class of Licence	Hours on Type	Total Hours	Degree of Injury
	Pilot	22	Private	53	57	Fatal

5. OTHER PERSONS (ALL PASSENGERS AND PERSONS INJURED ON GROUND)

Name	Status	Degree of Injury
	Passenger	Fatal

6. RELEVANT EVENTS

On the evening of 14.3.81, the pilot attended a social function at which he learnt that two friends intended to go sailing on the following day, in the vicinity of Bribie Island. He was familiar with the type and colour of their boat.

On 15.3.81, the pilot hired VH-USD for a period of local flying. His private pilot licence was endorsed with an area restriction which, as he had not completed navigation training, limited his flying to within 8 km of the aerodrome, or the local designated training area or the direct route between the aerodrome and training area. The designated training area for Redcliffe Aerodrome included the airspace above Pumicestone Channel, to the west of Bribie Island. The pilot had not been trained in aerobatic manoeuvres and he was not authorised to operate an aircraft below 500 feet above ground or water level.

Weather conditions at Bribie Island were fine. The surface wind was from the southeast at 15 to 20 knots and gusty.

At about 1215 hours, VH-USD was observed to be operating at low level over the Pumicestone Channel, between the Bribie Island Bridge and South Point. Its height was estimated to be 100 to 200 feet above sea level. It passed over the boat containing the pilot's friends. It was being flown at a low speed, with the wings being 'waggled' and the exterior lights being flashed. After the final pass, from north to south, the aircraft nose was raised to a high attitude and engine power was heard to increase. The engine noise then suddenly reduced and the nose of the aircraft yawed rapidly to the right, consistent with the initiation of a stall-turn manoeuvre. However, the aircraft then entered a spin which continued until it struck the water, approximately 800 metres west of South Point.

Post-mortem examination found no evidence of pilot incapacitation and examination of the aircraft wreckage found no evidence of pre-existing mechanical malfunction or defect.

7. OPINION AS TO CAUSE

The probable cause of the accident was that the pilot attempted to carry out aerobatic manoeuvres at an unsafe altitude.

Approved for publication under the
provisions of Air Navigation
Regulation 283(1)

A.R. Woodward (A.R. Woodward)
A/Director

Date:
10.11.82