

1. LOCATION OF OCCURRENCE

1 1/2 miles south of Lismore, New South Wales.	Height a.m.s.l. (ft) 40 feet	Date 1.12.72	Time (Local) 1000	Zone ESuT
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2. THE AIRCRAFT

Make and Model Victa Airtourer 115	Registration VH-MVJ	Certificate of Airworthiness	Valid from 17.6.65	Valid to 16.6.74
Registered Owner Northern Rivers Aero Club, P.O. Box 113, Lismore, New South Wales.	Operator Northern Rivers Aero Club, P.O. Box 113, Lismore, New South Wales.	Degree of damage to aircraft Destroyed		
Defects discovered Nil.		Other property damaged Nil.		

3. THE FLIGHT

Last or intended departure point Lismore	Time of departure 0945	Next point of intended landing Lismore	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
Stanley Thomas CHILCOTT	Instructor	53	Commercial	1700	6600	Fatal
Gary Leslie VIDLER	Pilot Under Instruction	18	Private	55	134	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury

6. RELEVANT EVENTS

The pilot under instruction was undergoing training with a view to qualifying for a commercial pilot licence. Immediately prior to the flight which resulted in the accident the aircraft was refuelled, the appropriate pre-flight inspections were completed, and the instructor made an entry in the daily flying record to the effect that the forthcoming flight was for the purpose of revision of forced landing practice. The aircraft was seen to depart from Lismore Aerodrome with the instructor in the right hand seat and the other pilot in the left hand dual control seat. This is the normal seating for an instructional flight in this type of aircraft fitted with dual controls.

Approximately 15 minutes after departure the aircraft was seen descending in a south-westerly direction in an area which is frequently used by the Northern Rivers Aero Club for forced landing practice. There was no apparent engine noise as the aircraft then turned onto a southerly heading. The descent continued until the aircraft was only a few feet above the ground at a point where it crossed a road and it then pulled up sharply to a height estimated as not above 75 feet. It levelled out and, with no change in direction, proceeded for a distance of approximately 3,500 feet and then commenced a steeply banked turn to the right. After completing about 90 degrees of this turn the aircraft dropped rapidly and struck the ground heavily in a left wing low and nose down attitude. An intense fire broke out immediately.

During the investigation a detailed examination of the wreckage was conducted but this revealed no evidence of any pre-existing defect or malfunction of the aircraft or the engine.

OPINION AS TO CAUSE

From the available evidence it has not been possible to determine the cause of the accident.

Report released


(I.M. LESLIE)Designation Acting
Assistant Director-General
(Air Safety Investigation)Date
5.10.1973