



GOVERNMENT OF AUSTRALIA

DEPARTMENT OF TRANSPORT

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/753/1014

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

1. LOCATION OF OCCURRENCE

● kilometres north of Benalla Aerodrome, Victoria	Height a.m.s.l. 600 feet	Date 22.3.75	Time (Local) 1025 hours	Zone EST
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2. THE AIRCRAFT

Make and Model Slingsby T61A	Registration VH-GZO	Certificate of Airworthiness Valid from 28.10.71 to 27.10.80
Certificate of Registration issued to The Gliding Club of Victoria, P. O. Box 4, Abbotsford, Victoria.	Operator The Gliding Club of Victoria, P. O. Box 4, Abbotsford, Victoria.	Degree of damage to aircraft Destroyed
		Other property damaged Nil
Defects discovered Nil		

3. THE FLIGHT

Last or intended departure point ● Benalla Aerodrome	Time of departure 1015 hours	Next point of intended landing Benalla Aerodrome	Purpose of flight Gliding 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
Hugh Henry EDDY	Instructor	52	(Private (expired) Gold 'C' certificate)	150 (est.)	1300 (est.)	Fatal
Peter Leslie CHARLES	Pupil	27	(Student 'B' certificate)	4	25	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury
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6. RELEVANT EVENTS

VH-GZO was a self launching glider. It was fitted with an engine which was used for take-off and initial climb and which was then normally closed down until further required. Mr. Eddy was a senior gliding instructor and, to conduct training in this type of aircraft, he was required to hold at least a current private pilot licence in addition to his gliding certificate. He obtained a private pilot licence on 16 February, 1972 but this licence expired on 30 November, 1973 and had not been renewed.

At about 0830 hours on the day of the accident Mr. Eddy completed a daily inspection of VH-GZO and then certified that the aircraft was safe for flight. Between 0910 and 1000 hours he made a dual instructional flight in the aircraft during which the pupil pilot, who then accompanied him, made a number of practice outlandings followed by several touch and go landings at Benalla. At the completion of this flight it was arranged that a flight would then be carried out to enable Mr. Charles to undergo training in outlandings.

Shortly after the aircraft departed it was seen flying westward, near the southern side of Lake Mokoan, at a height of about 1000 feet apparently with the engine operating. It then turned slightly to the left, entered a steep dive and pulled up into a loop. It completed three successive loops, losing height progressively, and at the completion of the third loop it was at a height of about 80 feet above the ground. It then climbed steeply again as if to carry out another loop and, as it climbed, its speed fell off rapidly. The nose then dropped, the aircraft entered a steep dive and it struck the ground in a near vertical nose down attitude.

A 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.

7. OPINION AS TO CAUSE

The cause of the accident was that an acrobatic manoeuvre was commenced at an unsafe height.

Approved for
publication

(I. M. Leslie)
Delegate of the Secretary

Date

4.9.1975