



GOVERNMENT OF AUSTRALIA

DEPARTMENT OF TRANSPORT

Reference No.

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

6/762/1008

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

1. LOCATION OF OCCURRENCE

JERILDERIE, NEW SOUTH WALES	Height a.m.s.l. 360 feet	Date 25.2.76	Time (Local) 0840	Zone ESuT
-----------------------------	-----------------------------	-----------------	----------------------	--------------

2. THE AIRCRAFT

Make and Model PIPER PA28-180 CHEROKEE	Registration VH-TPR	Certificate of Airworthiness Valid from 1.11.74 until deregistration
Certificate of Registration issued to Darling, Collett and Company 15 Bent Street SYDNEY, N.S.W.	Operator Darling, Collett and Company 15 Bent Street, SYDNEY, N.S.W.	Degree of damage to aircraft Substantial
		Other property damaged Rice crop
Defects discovered Nil		

3. THE FLIGHT

Last or intended departure point DENILIQUIN	Time of departure 0817 ESuT	Next point of intended landing CANNBERRA	Purpose of flight TRAVEL	Class of operation PRIVATE
--	--------------------------------	---	-----------------------------	-------------------------------

4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
John David CHAPMAN	Pilot	43	Private	423	516	FATAL

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

Name	Status	Degree of injury	Name	Status	Degree of injury
NIL					

6. RELEVANT EVENTS

The pilot originally planned the flight to Canberra for 24.2.76 but unsuitable weather caused him to postpone it until 25.2.76. If the weather was still unsuitable on 25.2.76 he had made alternative arrangements to travel to Forbes. At about 0700 ESuT on 25.2.76 the pilot telephoned the Wogga Flight Service Unit and obtain a weather briefing. The forecast and actual conditions at Canberra were unsuitable at that time but were expected to improve. The pilot submitted a Visual Flight Rules flight plan to Canberra via Wogga and return to Deniliquin, departing at 0800 ESuT. The pilot twice telephoned the property manager he was to visit and made arrangements to be met at Canberra aerodrome at 1030 ESuT. Before leaving Deniliquin he again phoned Wogga FSU and decided to commence the flight as planned. At about 0812 the pilot reported by radio to Melbourne that he was taxiing and at 0818 ESuT reported his departure from Deniliquin. He acknowledged an instruction from Melbourne, at this time, to transfer to Wogga FS frequency , Jerilderie. There were no more transmissions received from the aircraft.

Shortly before the accident, the aircraft was observed by several witnesses to circle Jerilderie at a low altitude. It crossed the aerodrome on an easterly heading and less than a minute later was heard to impact.

Inspection of the wreckage failed to reveal any malfunctions which would have caused the accident:

7. OPINION AS TO CAUSE

The cause of the accident has not been determined.

Approved for publication	Delegate of the Secretary	Date
-----------------------------	---------------------------	------