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| COMMONWEALTH OF AUSTRALIA-BUREAU OF AIR SAFETY INVESTIGATION AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT | REFERENCE NO. SI/821/1038 |
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1. LOCATION OF OCCURRENCE

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| 4 km southwest of Giru, Qld | | Elevation: 50 feet |
| Date: 15.6.82 | Time: 1730 hours (approx.) | Zone: EST |

2. THE AIRCRAFT

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| Make and Model: Piper PA22-160 | Registration: VH-MKY |
| Certificate of Airworthiness: Issued on 21.6.78 | |
| Certificate of Registration Issued to: Albert Roderick James Burry, Ayr Road, Giru, Qld. | Operator: Ian James Burry, Ayr Road, Giru, Qld. |
| Degree of Damage to Aircraft: Destroyed | Other Property Damaged: Nil |
| Defects discovered: Nil | |

3. THE FLIGHT

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| Departure Point: '4 Mile' | Time of departure: 1720 hours (approx.) |
| Destination: 'Pink Lily Lagoon' | |
| 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 |
|-----------------|--------|-----|------------------|---------------|-------------|------------------|
| Ian James BURRY | Pilot | 21 | Private | 93 | 193 | Fatal |

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

| Name | Status | Degree of Injury |
|------|--------|------------------|
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6. RELEVANT EVENTS

The pilot was returning from a flight to '4 Mile', a property some 20 km southwest of Giru, to the strip on his father's property, adjacent to Pink Lily Lagoon, where the aircraft was normally based. Weather conditions were fine and the surface wind was calm. The aircraft was observed by persons on the ground during the latter part of what appeared to be a normal, left-hand circuit for a landing in the direction of 100 degrees magnetic. Engine noise also sounded normal and power was heard to reduce when the aircraft was on final approach, in the expected manner for a landing. One witness observed that the aircraft was rolling slightly from side to side as it approached the strip but he then lost sight of it behind trees. There are no known witnesses to the final stage of the flight.

The wreckage of VH-MKY was found about 70 minutes later, lying amongst trees, 185 metres beyond the threshold and 15 metres right of the strip. The aircraft had struck the ground with its left wing, on a heading of 150 degrees magnetic but banked steeply to the left, then cartwheeled through the trees for 21 metres before coming to rest inverted. There was no fire.

Examination of the wreckage found no evidence of pre-existing defect or malfunction. The engine was not producing high power at the time of impact but no reason was found why it should not have been capable of normal operation. It was not possible to determine the pre-impact setting of the flaps.

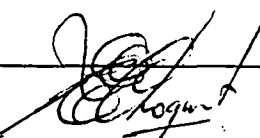
Post-mortem examination found no evidence of prior pilot incapacitation. He had a mild bronchial infection but this was apparently not causing him distress and his behaviour before the flight had appeared normal.

There were cattle in the area, which could have wandered onto the strip, and birds inhabited the adjacent lagoon. However, no evidence was found that the aircraft had collided with anything prior to the ground impact.

7. RELEVANT FACTORS

There is insufficient evidence to determine the cause of the accident.

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


P.E. Choquenot

Director

Date:

10.6.83