

## 1. LOCATION OF OCCURRENCE

In the sea near Cape Banks, South Australia	Height a.m.s.l. (ft) Sea Level	Date 26.6.72	Time (Local) 1115 approx.	Zone CST
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## 2. THE AIRCRAFT

Make and Model Cessna 150 H	Registration VH-KQX	Certificate of Airworthiness	Valid from 12.2.69 3	Valid to 11.3.78
Registered Owner Mount Gambier Aviation Pty. Ltd., Airport, Mount Gambier, South Australia	Operator Mount Gambier Aviation Pty. Ltd., Airport, Mount Gambier, South Australia	Degree of damage to aircraft Substantial		
Defects discovered  Nil		Other property damaged Nil		

## 3. THE FLIGHT

Last or intended departure point Mount Gambier	Time of departure 0947	Next point of intended landing Mount Gambier	Purpose of flight Coastal Search	Class of operation Aerial Work
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## THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Roger Stirling PITT	Pilot	40	Commercial	1000 Approx.	5065 Approx.	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Frederick John VON STANKE	Passenger	Minor			

## 6. RELEVANT EVENTS

Following a boating accident, the aircraft was engaged to assist in the search for a missing fisherman. The search was to be conducted off-shore between the Cape Banks - Carpenter Rocks area and the southern end of Lake Bonney. The cloud base was about 1000 feet, the wind from the north-north-west at 18 knots and visibility was 20 miles. Both occupants of the aircraft wore life jackets, but these were of a padded, non-inflatable type not approved for use in aircraft. The aircraft was fitted with lap type safety belts.

Prior to departure the fuel tanks of the aircraft were filled to capacity. Early in the flight the pilot pointed out to the passenger who held a private pilot licence, that carburettor icing was present and some carburettor heat remained applied thereafter. The search was flown at a height of about 500 feet and at 1100 hours the pilot made a routine radio report that operations were normal and that he would call again at 1130 hours. There was no further communication with the aircraft.

A member of a land party assisting the search saw the aircraft make a shallow descent and strike the water in a right wing down, nose down attitude near Carpenter Rocks. He subsequently saw the passenger clinging to the tail of the partially submerged aircraft and went for assistance, returning a short time later with a rescue party. The passenger was found wandering along the beach in a dazed and injured condition, but there was no sign of the pilot. The aircraft had sunk but was located and dragged ashore sustaining further severe damage during its recovery. The body of the pilot was found in his seat in the cabin with the safety belt fastened.

The pilot had lost both legs in an accident and wore artificial limbs for which the rudder controls of the aircraft had been modified. There is no evidence to suggest that his disability contributed to the occurrence or to his failure to evacuate the aircraft.

## 7. OPINION AS TO CAUSE

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

Report released

(I. M. LESLIE)

Designation Acting  
Assistant Director-General  
(Air Safety)

Date 29.8.73

## DEFINITIONS

**ACCIDENT** - An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all those persons have disembarked and in which

- (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached to the aircraft; or
- (b) the aircraft suffers substantial damage.

**FATAL INJURY** - Any injury which results in death within 30 days.

**SERIOUS INJURY** - Any injury other than a fatal injury which

- (a) requires hospitalisation for more than 48 hours, commencing within seven days from the date the injury was received; or
- (b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- (c) involves lacerations which cause severe haemorrhages, nerve, muscle or tendon damage; or
- (d) involves injury to any internal organ; or
- (e) involves second or third degree burns, or any burns affecting more than five percent of the body surface.

**MINOR INJURY** - Any injury other than as defined under "Fatal Injury" or "Serious Injury".

**DESTROYED** - Consumed by fire, demolished or damaged beyond repair.

**SUBSTANTIAL DAMAGE** - Damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component. The following types of damage are specifically excluded: engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, taxi-ing damage to propeller blades, damage to tyres, engine accessories, brakes, or wingtips.

**MINOR DAMAGE** - Damage other than as defined under "Destroyed" or "Substantial Damage".