

**Aviation Safety Investigation Report  
198702391**

**Bellanca 8-KCAB**

**08 March 1987**

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**NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at [www.atsb.gov.au](http://www.atsb.gov.au).**

**Occurrence Number:** 198702391  
**Location:** Schofields NSW  
**Date:** 08 March 1987  
**Highest Injury Level:** Fatal  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1620

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Ground	0	0	0	-
Passenger	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Aircraft Details:** Bellanca 8-KCAB  
**Registration:** VH-SFK  
**Serial Number:** 579-80  
**Operation Type:** Private (Pleasure)  
**Damage Level:** Destroyed  
**Departure Point:** Schofields NSW  
**Departure Time:** 1620  
**Destination:** Schofields NSW

**Approved for Release:** 5 November 1987

**Circumstances:**

The pilot intended to conduct a practice aerobatic flight, and had arranged for an observer on the ground to monitor and assess his performance. The planned sequence was commenced, but the observer noted that the second manoeuvre was not completed satisfactorily, and the aircraft apparently stalled while inverted. After recovering from this situation, further manoeuvres were carried out. Other witnesses suggested that the entries to some of these manoeuvres were performed at higher "G" loadings than normal. The aircraft subsequently entered a spiral dive, which was continued without any apparent effort being made to effect recovery. The aircraft maintained the spiral until it collided with power lines, then impacted the ground. A fierce fire broke out and consumed the wreckage. A detailed investigation failed to discover any defect or malfunction with the aircraft or its systems which might have contributed to the accident. The pilot had been in current practice for aerobatic flight, and there was no evidence of any physical illness or incapacity which might have affected his ability to control the aircraft. However, it was evident that the aircraft was not under control during the spiral dive. It was considered possible that the pilot might have lost consciousness as a result of either a rapid increase in "G", or sustained high "G" loads applied during the preceding aerobatic sequence.