

Port Welshpool & District Maritime Museum

Article: 08/2025

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RAAF Air Craft

The Museum doors are closed for our winter break while some housekeeping gets caught up with. Even so, the valued volunteers have been hard at it catching up on those little jobs that keep slipping through the cracks.

One of those such jobs has been a piece of an RAAF air craft that has been well kept undercover



after it was handed to the Museum some time ago, after being hauled up in a fisherman's net.

More detailed information is yet to be discovered. And to achieve this, the piece has been handed over to Sale RAAF, so now this precious bit of cargo can go under further examination and investigate so its true identity can be revealed. The big question is; is this piece connected to the plane accident mentioned.



During 29th October 1991, an Australian Boeing 707 plane was recovered off Woodside, after crashing into Bass Strait.

At the time of the accident weather conditions were reported to be good, but later due to rough seas together with strong tides and the plane being badly smashed on impact, pieces of the plane were discovered in some areas well away from the impact. The big question is; is this one of the missing pieces?



On board the aircraft that departed from Richmond N.S.W. were five crew members on a training flight to Avalon. While cruising at an altitude of 5,000 feet along the coast, the aircraft lost height and plunged in the sea. The wreckage was found about one kilometre off Woodside Beach and sadly all five occupants were killed. **As always with these accidents, an inquiry is looked into and the article as follows is a report for this accident. Probable cause as reported:**

The Board of Inquiry concluded that the instructor devised a demonstration of asymmetric flight that was 'inherently dangerous and that was certain to lead to a sudden departure from controlled flight' and that he did not appreciate this. The Board noted, there were deficiencies in the acquisition and documentation of 707 operational knowledge within the RAAF, combined with the absence of effective mechanisms to prevent the erosion of operational knowledge at a time when large numbers of pilots were resigning from the air force. There was no official 707 QFI conversion course and associated syllabus and no adequate QFI instructors' manual. There were deficiencies in the documented procedures and limitations pertaining to asymmetric flight in the 707 and a lack of fidelity in the RAAF 707 simulator in the flight regime in which the accident occurred, which, assuming such a requirement existed, required actual practise in flight. 'The captain acted with the best of intentions but without sufficient professional knowledge or understanding of the consequences of the situation in which he placed the aircraft,' the Board said."

So..... now we wait to get answers for the findings from Sale R.A.A.F. on this precious piece of history. Is it or isn't it? This is the question ????