

1. LOCATION OF OCCURRENCE

Great Keppel Island, Queensland.	Height a.m.s.l. (ft) Sea Level	Date 9.3.69	Time (Local) 1140	Zone EST
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2. THE AIRCRAFT

Type and Model Cessna 172A	Registration VH-ALE	Certificate of Airworthiness	Valid from 14.4.65	Valid to 13.4.74
Registered Owner Keppel Island Cattle Co., Pty. Ltd., "Newhaven", Rannes, QUEENSLAND.	Operator J.D. Nott, P.O. Box 734, Rockhampton, QUEENSLAND	Degree of damage to aircraft Substantial		
Defects discovered		Other property damaged Nil		

3. THE FLIGHT

Last or intended departure point Rockhampton	Time of departure 1110	Next point of intended landing Rockhampton	Purpose of flight Sight Seeing	Class of operation Private
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THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
John Danvers NOTT	Pilot	39	Private	200 hours	700 hours	Nil

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Russell John PETERS	Passenger	Nil	Hazel Eden HOCKING	Passenger	Nil
Bevan Arthur Charles VERNEY	Passenger	Nil			

CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention
Air Navigation Regulation 133(2)(b), 124(2)	The aircraft was flown at a lower height than 500 feet. The aircraft was flown in such a manner as was likely to cause avoidable danger to persons.

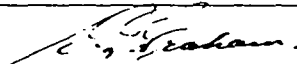
RELEVANT EVENTS

The aircraft was observed in low level flight along the western and northern shores of the island. Approaching a beach from which a group of men were fishing, the aircraft descended and turned to fly along the waters edge, descending further directly towards the men on the beach. The pilot states that it was his intention to carry out a landing on the beach but it is significant that the tide was full, the width of beach was restricted and the party of fishermen would constitute an obstruction to a landing. Before reaching the location of the fishermen, the aircraft was seen to lurch to the left and the port wing struck the water, bending the wing tip upward and tearing off the outboard section of the aileron. The pilot applied full power and the aircraft successfully climbed away. A landing was subsequently made at Rockhampton without further damage.

8. OPINION AS TO CAUSE

The cause of the accident was that the pilot operated the aircraft at an unsafe height.

Report approved



(D.S. GRAHAM)

Designation
Assistant Director-General
(Air Safety Investigation)Date
15.4.70