

1. LOCATION OF OCCURRENCE

3 miles north north west Gosford, New South Wales.	Height a.m.s.l. (ft) 550 feet	Date 27.6.70	Time (Local) 1010	Zone EST
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2. THE AIRCRAFT

Make and Model Piper PA28-180 "Cherokee"	Registration VH-TPQ	Certificate of Airworthiness	Valid from 25.6.65	Valid to 24.6.74
Registered Owner G. J. Joyce, P. O. Box 52, Gosford, New South Wales.	Operator G. J. Joyce, P. O. Box 52, Gosford, New South Wales.	Degree of damage to aircraft Destroyed		
Defects discovered		Other property damaged Nil		

3. THE FLIGHT

Last or intended departure point Gunnedah	Time of departure 0830	Next point of intended landing Private strip near Gosford	Purpose of flight Travel	Class of operation Private
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
George James Ditton JOYCE	Pilot	49	Private	523	525	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Ronald Carlton TROTMAN	Passenger	Fatal			

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention

7. RELEVANT EVENTS

When the aircraft arrived over the airstrip the surface wind was at a speed of 10 to 15 knots and varying in direction between south west and north west. The strip is situated on an exposed ridge and aligned north and south. The aircraft made two left circuits on each occasion descending to a low height along the strip to the north. After a third left circuit the aircraft again made an approach into the north and on this occasion landed, touching in the centre and 750 feet beyond the threshold of the 1,875 feet long strip. The aircraft ran straight for approximately 300 feet and then veered to the left. Before reaching the left side of the strip the aircraft turned to the right and power was heard to increase markedly. The aircraft accelerated across the strip in a north easterly direction until it left the strip and struck an earth bank passing through it some nine inches from the top. It became airborne where the ground dropped away beside the strip and in a semi-stalled condition it flew for about 260 feet maintaining a mean 4 degrees descent down the hillside until it struck a large tree which tore off the left wing and the aircraft finally came to rest some 600 feet from the strip. The pilot suffered from an orthopedic disability and wore a caliper on his left leg. The aircraft was fitted with a leather strap on the right rudder pedal which enabled the pilot to apply left rudder by pulling with his right foot. His licence restricted him to flying PA.28 aircraft and he had demonstrated his competence at private licence standard.

8. OPINION AS TO CAUSE

The probable cause of the accident was that the pilot attempted a landing in crosswind conditions beyond his capacity to control the aircraft.

Report approved <i>D. S. Graham</i> (D. S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 10.2.1971
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