

## 1. LOCATION OF OCCURRENCE

Yokabindie, 60 miles south of Wiluna, Western Australia.	Height a.m.s.l. (ft) 1200 feet	Date 30.4.70	Time (Local) 0630	Zone WST
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## 2. THE AIRCRAFT

Make and Model Piper PA23-250 "Aztec"	Registration VH-RTG	Certificate of Airworthiness	Valid from 27.7.66	Valid to 26.7.75
Registered Owner Murchison Air Services Pty. Ltd., Perth International Airport, South Guildford, Western Australia.	Operator Murchison Air Services Pty. Ltd., Perth International Airport, South Guildford, Western Australia.	Degree of damage to aircraft Substantial		
Defects discovered		Other property damaged Nil		

## 3. THE FLIGHT

Last or intended departure point Yokabindie Station	Time of departure 0630	Next point of intended landing Kalgoorlie	Purpose of flight Carriage of Passengers	Class of operation Charter
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## 4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Franz SCHOLMANN	Pilot	28	Commercial	7	2700	Nil

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

Name	Status	Degree of injury	Name	Status	Degree of injury
L. C. RANFORD	Passenger	Nil	Mrs. A. ADAMSON	Passenger	Nil
R. TURNER	Passenger	Nil	Master A. ADAMSON	Passenger	Nil
P. SEAMAN	Passenger	Nil			

## 6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention

## 7. RELEVANT EVENTS

The aircraft stood overnight in the open at the station airstrip ready for an early morning take off. In a daily inspection made soon after first light, the pilot found that a heavy dew had left beads of moisture covering the aircraft exterior. This was cleaned off the windscreen, which was also misting internally. After a normal warm up and ground test the pilot cleaned the inside of the windscreen and lined up for take off. At this time forward vision was somewhat obscured but the pilot anticipated that outside condensation would clear as the aircraft gathered speed. The take off was commenced but the pilot found that the windscreen did not clear as expected and when full power had been applied and at a speed of about 50 knots, moisture blowing back off the nose of the aircraft caused almost complete loss of forward vision. Finding that the aircraft was moving to the left side of the strip the pilot closed both throttles to abandon the take off and attempted to brake to the right but was too late to prevent the aircraft from swinging left off the strip. The wings were damaged by impact with small trees and the aircraft groundlooped to the right and skidded to a halt. The passengers left by the normal exit and there was no fire.

## 8. OPINION AS TO CAUSE

The cause of the accident was that the pilot commenced the take off in circumstances where adequate forward visibility could not be assured.

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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## 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".