

1. LOCATION OF OCCURRENCE

One mile south of Gunbower, Victoria.	Height a.m.s.l. (ft) 330 feet	Date 13.5.70	Time (Local) 1050	Zone EST
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THE AIRCRAFT

Make and Model Mooney M20E	Registration VH-SKP	Certificate of Airworthiness	Valid from 10.3.65	Valid to 9.3.74
Registered Owner Multi Transit Co. Pty. Ltd., Lower Dandenong Road, Mordialloc, Victoria.	Operator Convere Pty. Ltd., 33 Alma Road, Camberwell, Victoria.	Degree of damage to aircraft Destroyed		
		Other property damaged S.E.C. Power Line		
Defects discovered				

3. THE FLIGHT

Last or intended departure point Moorabbin	Time of departure 0930	Next point of intended landing Gunbower	Purpose of flight Travel	Class of operation Charter
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THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Bruce JOHNSTON	Pilot	46	Commercial	13	1375	Minor

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Eric Ivan MEEKING	Passenger	Serious			

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

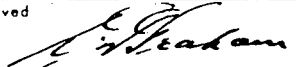
Regulation or Order No.	Nature of contravention

RELEVANT EVENTS

As the pilot was unfamiliar with the destination airstrip, details of it were obtained from the owner by the operator and passed to him. The airstrip, lying east-west, was of adequate length and clearly delineated by white tyres. To the west of the strip were two power line arrays, one either side of the western approach path and clear of it. The pilot was advised of these arrays in broad terms but was not specifically advised of a three-line power array connecting the two systems and running across the western approach path. Arriving overhead, the pilot examined the strip briefly before conducting a fly past at about 1200 feet above ground level. He did not make a lower inspectional fly past, and neither he nor the passenger saw the 27 feet high, 3 strand connecting power lines. As the wind was from the east at about ten knots he decided to land from the west and turned onto final with the intention of touching down at what he believed was the threshold indicated by the first two white tyres. With full flap selected, and at a speed of about 75 knots, the aircraft's fin struck the lower two power lines. The nose of the aircraft rose into the air and then dropped. The aircraft struck the ground vertically before coming to rest inverted about 170 feet beyond the power line and 190 feet short of the first tyre markers.

8. OPINION AS TO CAUSE

The cause of the accident was that the measures adopted by the operator and the pilot were inadequate in alerting the pilot to the presence of wires on the flight path.

Report approved 	(D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 8.2.1971
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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".