

1. LOCATION OF OCCURRENCE

Airstrip three miles north-west of Andamooka Opal Field, South Australia.	Height a.m.s.l. (ft) 400 feet	Date 18.7.69	Time (Local) 0715	Zone CST
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2. THE AIRCRAFT

Make and Model Beechcraft 95-C55	Registration VH-ARY	Certificate of Airworthiness	Valid from 1.11.67	Valid to 31.10.76
Registered Owner G. B. Richardson, c/- Victa Ltd., Horsly Road, Milperra, New South Wales.	Operator Dagbjorn Johnson, Andamooka Opal Field, South Australia.	Degree of damage to aircraft Destroyed		
Defects discovered Low fuel flow through the vapour return line of the port engine driven fuel pump.		Other property damaged Nil.		

3. THE FLIGHT

Last or intended departure point Andamooka Opal Field	Time of departure 0715	Next point of intended landing Adelaide Airport	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
Dagbjorn JOHNSON	Pilot	30	Private	4	2390	Serious

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

Name	Status	Degree of injury	Name	Status	Degree of injury
William N. MARSHALL	Passenger	Fatal	Janice Lorraine WATERS	Passenger	Serious
Dorothy Grace DUBOIS	Passenger	Fatal			

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

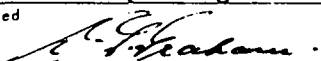
Regulation or Order No.	Nature of contravention

7. RELEVANT EVENTS

After taxiing towards the south western end of the strip which is 4,000 feet long, the pilot decided he would take off into the south west in light wind conditions. He turned and then taxied to the north eastern end of the strip and after making a fast turn through 180 degrees to avoid a soft boggy area, he commenced take off from a rolling start. The pilot employed a short field take off technique and the aircraft became airborne at approximately 65 knots after a ground roll of some 900 feet. As the speed was approaching 80 knots the pilot selected the landing gear "UP" and almost simultaneously the port engine lost power. The safe speed for take off is 90 knots. The pilot corrected the initial swing to the left which the aircraft developed but he was unable to maintain directional and lateral control and the aircraft struck a sand hill some 2,700 feet from the point where take off commenced and 400 feet to the left of the strip.

8. OPINION AS TO CAUSE

The cause of the accident was that the pilot did not abandon the take off when the aircraft sustained an engine failure at a speed below that safe for continuance of the take off. It is possible that loss of engine power resulted from entrainment of air in the fuel line of the port main tank in the combined circumstances of a fast taxi turn immediately before take off and inefficiency of the vapour separator on the port engine driven fuel pump.

Report approved  (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 10.3.1971
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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".