

## 1. LOCATION OF OCCURRENCE

Tierawoomba Homestead, 42 miles south of Mackay, Queensland.	Height a.m.s.l. (ft) 640 feet	Date 25.4.70	Time (Local) 1750	Zone EST
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## 2. THE AIRCRAFT

Make and Model PA24-260B Comanche	Registration VH-WBI	Certificate of Airworthiness	Valid from 27.11.69	Valid to 26.11.78
Registered Owner Alkira Aero Group Ltd., 92 Copeland Road, Beecroft, New South Wales.	Operator R.H. Macready, 92 Copeland Road, Beecroft, New South Wales.	Degree of damage to aircraft Destroyed		
Defects discovered		Other property damaged Nil		

## 3. THE FLIGHT

Last or intended departure point Townsville	Time of departure 1520	Next point of intended landing Tierawoomba	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
Robert Henry MACREADY	Pilot	30	Private	122	275	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury
James M. MACREADY	Passenger	Serious	John A. WYBER	Passenger	Minor
James D.S. WEBSTER	Passenger	Serious	Peter G.H. WILSHAW	Passenger	Minor

## 6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention
	See attached list.

## RELEVANT EVENTS

The airstrip at Tierawoomba is aligned east-west, with a prepared length of 2,480 feet and it slopes up at the eastern end towards trees which limit the effective length for a landing to the west. A gully 30 feet deep crosses the western end of the strip but this is not visible from an aircraft on the ground beyond about 200 feet from the gully. There is no ground marking to delineate the limits of the strip. The pilot had sought information concerning the strip but had been given only approximate dimensions and advised that aircraft similar to the PA24 had operated from the strip. The pilot had some difficulty in locating Tierawoomba and the aircraft arrived over the homestead some 22 minutes before last light. Notwithstanding that the flight had occupied some 52 minutes longer than was planned, the aircraft was still above the maximum gross weight permitted for landing. The weather was fine and overcast, with no wind and the pilot circled the airstrip and elected to land into the west. After approaching, the aircraft appeared to float for some distance before touching down in a position from which at least 900 feet remained in which to stop the aircraft before the gully was reached. To stop the aircraft from touchdown at the correct speed of 61.5 knots, and using maximum braking in the existing conditions, would have required 830 feet. Ground marks indicated that heavy braking commenced some 150 feet from the gully, but the pilot was unable to stop the aircraft before it plunged into the gully and struck the nearly vertical western wall.

## OPINION AS TO CAUSE

The cause of the accident was that the pilot, not having adequately assessed the physical characteristics of the strip, then did not take appropriate action to achieve optimum landing performance of the aircraft.

Report approved <i>D.S. Graham</i> (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 22.3.1971
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CONTRAVENTIONS OF REGULATIONS AND ORDERS

- A.N.R. 89(1)            The pilot landed on an area which was not authorised by the Director-General for use as an aerodrome since it did not meet the specific requirements in respect of length.
- A.N.R. 227(1)        The aircraft took off at a weight which was in excess of the maximum permissible all-up-weight.
- A.N.R. 227(2)        The aircraft landed at a weight which was in excess of the maximum permissible landing weight.
- A.N.R. 227(4)        The aircraft took off at a weight which, allowing for the weight of fuel which would normally be used in flying, would result in the weight of the aircraft on arrival at its destination being in excess of the maximum permissible landing weight.
- A.N.R. 227(5)        The load of the aircraft throughout the flight was not so distributed that the centre of gravity position of the aircraft fell within the limitations specified.