

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Publication of this report is authorised by the Director-General of Civil Aviation under the provisions of Air Navigation Regulation 283(1)

1. LOCATION OF OCCURRENCE

Kapunda Station, 38 miles north of Nyngan, New South Wales	Height a.m.s.l. 450 feet	Date 26.1.1972	Time (Local) 1400 hours	Zone EST
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2. THE AIRCRAFT

Make and Model Cessna 182L	Registration VH-DSK	Certificate of Airworthiness Valid from 17.4.1968 to 16.4.1977		
Certificate of Registration issued to Red Bend Alfalfa Co., Pty. Ltd., 17 Bandon Street, Forbes, New South Wales.	Operator J.H. Churcher, 1/3 Cremorne Road, Cremorne, New South Wales.	Degree of damage to aircraft Substantial		
		Other property damaged Shearing shed toilet building		
Defects discovered Nil				

3. THE FLIGHT

Last or intended departure point Gongolgon	Time of departure 1350 hours	Next point of intended landing Kapunda Station	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
John Hubert CHURCHER	Pilot	43	Private	224	420	Nil

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

Name	Status	Degree of injury	Name	Status	Degree of injury

6. RELEVANT EVENTS

The pilot flight planned to fly from Louth to Parkes via Gongolgon. Whilst on the ground at Gongolgon he changed the planned route to include landing at Kapunda Station. The pilot has stated that he was informed by the property owner at Gongolgon, who is also a pilot, that there was a claypan area suitable for landing "beside the shed" at Kapunda.

On arrival over Kapunda the pilot located what he believed to be the previously described area for landing. He estimated the landing length available at about 1500 feet and considered it to be adequate for landing. The investigation subsequently established that under the light and variable wind conditions prevailing the length required for landing, calculated from the flight manual, was 1440 feet.

The aircraft approached for landing, with full flap extended and the pilot adopted a short field landing procedure. The aircraft touched down at a point 400 feet beyond the fence at the approach end of the field, bounced for approximately 150 feet before touching down again, then skipped for a short distance and settled firmly onto the ground at 612 feet from the fence. The landing roll continued without change of direction until at a point 1065 feet from the fence the starboard wing struck and demolished a shearing shed toilet building. The aircraft swung to the right and the propeller and port wing tip contacted the ground.

The pilot stated that he learnt subsequently the landing area it was intended he should use was not "beside the shed" but was in the paddock adjoining the paddock in which the shearing shed is located. This area would have been suitable for landing.

7. OPINION AS TO CAUSE

The cause of the accident was that the pilot did not ensure that the landing area selected was suitable for the operation.

Approved for publication



(FRANK E. YEEND)
Delegate of the Director-General of Civil Aviation

Date
6.6.1974