

1. LOCATION OF OCCURRENCE

Digicon Camp 22° 57'S 125° 11'E Western Australia	Height a.m.s.l. (ft) 1100 feet	Date 2.5.70	Time (Local) 1600	Zone WST
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2. THE AIRCRAFT

Make and Model Beech A65/8200 Commuter	Registration VH-DRV	Certificate of Airworthiness	Valid from 7.2.68	Valid to 6.2.77
Registered Owner Hicks Aviation Pty. Ltd., 20 Howard Street, Perth, Western Australia.	Operator Hicks Aviation Co. Pty. Ltd., Airport, Jandakot, Western Australia.	Degree of damage to aircraft Substantial		
Defects discovered		Other property damaged Nil		

3. THE FLIGHT

Last or intended departure point Digicon Camp	Time of departure 1600	Next point of intended landing Kidson Strip	Purpose of flight Ferry	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
Derek James FROUD	Pilot	27	Commercial	70	3090	Nil

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

Name	Status	Degree of injury	Name	Status	Degree of injury

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention
A.N.R. 89(1)	The aircraft attempted to take off from an area which was not authorised by the Director-General for use as an aerodrome since it did not meet the requirements in respect to width and surface as specified in aeronautical information publication AIP AGA 4.

RELEVANT EVENTS

The aircraft was to land at a newly constructed airstrip near the camp of a survey party. At a previous stop the pilot was given some details of the size of the strip and he assessed it as suitable for the aircraft type. The aircraft was flown to the strip empty, the pilot made an in flight inspection and a normal landing. After landing, it became obvious that the width of the strip was below the minimum specified for safe operation and that the surface was very soft. From the southern end the strip rose 20 feet in 2000 feet and immediately beyond this crest curved 7 degrees to the right. The pilot warned another aircraft of the company of conditions at the strip and advised the pilot to divert to a nearby aerodrome. He refuelled the aircraft and then prepared to take off into the north using approximately 2000 feet of the northern end of the strip in a cross wind of 10 to 15 knots from the right. The take off began slightly to the left of the strip centre line and the aircraft became briefly airborne at the crest at a speed of about 70 knots. The aircraft sank back to the ground and because of the change in direction of the strip at that point and the influence of the cross wind, immediately ran off the strip to the left. The aircraft tracked over scrub and rough ground until the nosewheel struck a rocky outcrop and collapsed. The aircraft came to rest 365 feet left of the centre of the strip and 215 feet beyond the northern end.

8. OPINION AS TO CAUSE

The cause of the accident was that the pilot attempted to take off from an area that was unsuitable for the purpose.

Report approved <i>D. S. Graham</i>	(D. S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 11.2.1971
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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".