

## AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

AS/734/1025

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

Three miles west north west of Tummy Bay, South Australia	Height a.m.s.l. 125 feet	Date 8.10.73	Time (Local) 1100 hours	Zone CST
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## THE AIRCRAFT

Type and Model Vielca Airtourer 100	Registration VH-MUH	Certificate of Airworthiness Valid from 17.12.1964 to 16.12.1973
Certificate of Registration issued to J. McKinnon, 36 Crouch Street North, Mount Gambier, South Australia.	Operator D. B. N. Stringer, 4 Franklin Terrace, Mount Gambier, South Australia.	Degree of damage to aircraft Destroyed
Defects discovered Nil		Other property damaged Fencing

## 3. THE FLIGHT

Last or intended departure point Accident site	Time of departure 1100 hours	Next point of intended landing Mount Gambier	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
Darian Bertram Neil STRINGER	Pilot	35	Private	22	199	Minor

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

Name	Status	Degree of injury	Name	Status	Degree of injury
David Kimberly MCARTHUR	Passenger	Fatal			

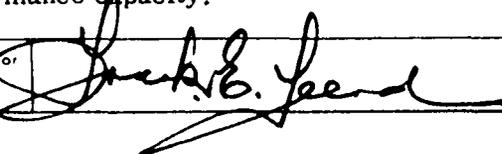
## RELEVANT EVENTS

The area which was available for take-off was aligned east/west, 3,000 feet in length and 160 feet wide, and its surface was a short crop stubble. A wire fence three feet six inches high formed the northern and western boundaries and the area was bounded to the south by a standing crop. The Flight Manual of the aircraft required a distance of 1,840 feet to be available for this take-off under the conditions which existed at the time. The aircraft had been parked at the western boundary of the area and, after starting the engine, the pilot taxied to a position on the southern side which he estimated to be 2,000 feet from the western end but, during the investigation, this distance was found to be only 1,600 feet. The wind was from the north-west and was gusting to about 20 knots and the pilot decided to take-off in a westerly direction, but angled at about 15 degrees across the area so that the take-off would be more nearly into wind. The distance available between the selected point for commencement of take-off and the point at which this take-off path intersected the northern boundary fence, was subsequently established as 1,100 feet.

The take-off was commenced and the aircraft was not airborne as it approached the northern boundary fence. It was turned slightly to the left and the take-off run continued close and parallel to the fence until the aircraft became airborne in a nose high attitude with the tail bumper striking the ground. It then began a further turn to the left during which the port wing tip grazed the ground for a distance of almost 90 feet. After recovering to about a laterally level attitude, on a south-westerly heading, the aircraft touched down heavily, bounced and again touched down heavily before becoming airborne in the direction of a group of trees located outside the western boundary of the take-off area. The port wing then contacted a post in the boundary fence and the undercarriage picked up the top strand of wire. The aircraft crashed into the base of the trees and came to rest after the starboard wing root struck a substantial tree which penetrated the right hand side of the cockpit structure.

## OPINION AS TO CAUSE

The cause of the accident was that the pilot substantially over-estimated the length of the useable area in the chosen direction for take-off and it was insufficient having regard to the aircraft's performance capacity.

Approved for  
publication

(FRANK E. YEEND)  
Delegate of the Director-General of Civil AviationDate  
12.6.1974