

## 1. LOCATION OF OCCURRENCE

Digby, Victoria	Height a.m.s.l. (ft) 800 feet	Date 10.3.69	Time (Local) 1830	Zone EST
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## 2. THE AIRCRAFT

Make and Model Cessna 175	Registration VH-RFJ	Certificate of Airworthiness	Valid from 16.10.67	Valid to 15.10.76
Registered Owner C. Morse and P. Donibristle Pastoral Company, "Donibristle", Digby, VIC.	Operator C. Morse and P. Donibristle Pastoral Company, "Donibristle", Digby, VIC.	Degree of damage to aircraft Substantial		
Defects discovered		Other property damaged One sheep killed		

## 3. THE FLIGHT

Last or intended departure point Digby	Time of departure 1820	Next point of intended landing Departure Point	Purpose of flight Local	Class of operation Private
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## THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Cyril Ernest MORSE	Pilot	60	Private	102 hours	2460 hours	Nil

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Mrs. P.M. MORSE	Passenger	Nil			

## 6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

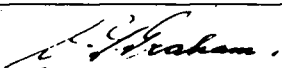
Regulation or Order No.	Nature of contravention

## RELEVANT EVENTS

The aircraft was operated from a fenced field immediately adjacent to the homestead and farm building area and there were a number of sheep in that area. At the conclusion of a local flight the pilot overflew the landing field and made a left hand circuit. The final approach was made over the homestead and farm building area and just before touching down the nosewheel leg of the aircraft struck a sheep which had not previously been observed by the pilot. The nosewheel leg was torn from its mounting and the aircraft came to rest standing on its mainwheels and nose cowls.

## 8. OPINION AS TO CAUSE

The cause of the accident was that the measures taken to ensure that the field was free of sheep were inadequate.

Report approved  (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 24.6.1970
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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".