

## 1. LOCATION OF OCCURRENCE

Twenty miles east of Hermansburg Mission, N.T.	Height a.m.s.l. (ft) 2000 feet	Date 1.4.69	Time (Local) 1100	Zone CST
--	-----------------------------------	----------------	----------------------	-------------

## 2. THE AIRCRAFT

Make and Model Piper PA32-300 Cherokee Six	Registration VH-ASX	Certificate of Airworthiness	Valid from 8.3.67	Valid to 7.3.76
Registered Owner Butterworth Earthmovers Pty. Ltd., P.O. Box 26, McLaren Vale, S.A.	Operator K.G. Adams, 151 Penfold Road, Stonyfell, S.A.	Degree of damage to aircraft Destroyed		
Other property-damaged				
Defects discovered				

## 3. THE FLIGHT

Last or intended departure point Curtin Springs	Time of departure 0942	Next point of intended landing Alice Springs	Purpose of flight Travel	Class of operation Private
--	---------------------------	---	-----------------------------	-------------------------------

## 4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Kenneth George ADAMS	Pilot	32	Private	10 hours	160 hours	Minor

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Mrs. N.L. ADAMS	Passenger	Nil	Mr. M.G. HUCKSTEPP	Passenger	Minor
Mr. B.M. CHAMBERS	Passenger	Minor	Mrs. R.B. HUCKSTEPP	Passenger	Minor
Mrs. P.D. CHAMBERS	Passenger	Minor			

## 6. CONTRAVENTIONS OF REGULATIONS AND ORDERS


Regulation or Order No.	Nature of contravention
A.N.R. 89(1)	The aircraft landed at a place which did not meet the requirements of the Director-General for use as an aerodrome.

## RELEVANT EVENTS

The day prior to the accident the pilot, who was inexperienced in remote area navigation, flew the aircraft from Parafield to Ayers Rock where he and the passengers remained overnight. In the morning the aircraft was flown to Curtin Springs and refuelled. The pilot was unable to obtain the area weather forecast because of poor radio communication conditions. In clear weather he flew at 3000 feet and he established his position over the Hermansburg Mission aerodrome, some 30 miles to port of the planned track. Still being unable to obtain satisfactory two-way radio communication with Alice Springs he diverted to the south-east to avoid controlled airspace with the intention of requesting a clearance when he intercepted the Adelaide to Alice Springs road. Shortly afterwards he became disorientated and doubted his earlier navigational fix. Despite substantial fuel reserves and without judicious consideration of other alternatives he made a hurried decision to land on a road and ascertain his position. During the latter part of the approach the unsuitability of the selected area became apparent, but the pilot persisted with the landing. After touching down the aircraft struck trees on the side of the road and finally came to rest off the right hand side of the road facing in the opposite direction to the landing run.

## 8. OPINION AS TO CAUSE

The cause of the accident was that the pilot landed the aircraft on an unsuitable area.

Report approved 	Designation Assistant Director-General (Air Safety Investigation)	Date 24.6.1970
--	---	-------------------

(D.S. GRAHAM)

## 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".