

1. LOCATION OF OCCURRENCE

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|---|----------------------------------|----------------|----------------------|-------------|
| "Nelyambo" Station, 46 miles north-east of Wilcannia, New South Wales. | Height a.m.s.l. (ft) 245 feet | Date 9.5.70 | Time (Local) 1800 | Zone EST |
|---|----------------------------------|----------------|----------------------|-------------|

THE AIRCRAFT

| | | | | |
|---|---|---|----------------------|--------------------|
| Make and Model Cessna 210K | Registration VH-MNG | Certificate of Airworthiness | Valid from 6.3.70 | Valid to 5.3.79 |
| Registered Owner Airmar Pty. Ltd., 165 Clarence Street, Sydney, New South Wales. | Operator G. L. Killen, 26 O'Connell Street, Sydney, New South Wales. | Degree of damage to aircraft Substantial | | |
| Defects discovered | | Other property damaged Nil | | |

3. THE FLIGHT

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|---|--------------------------------------|--|-----------------------------|-------------------------------|
| Last or intended departure point "Culpaulin" Station | Time of departure Not Established | Next point of intended landing "Nelyambo" Station | Purpose of flight Travel | Class of operation Private |
|---|--------------------------------------|--|-----------------------------|-------------------------------|

THE CREW

| Name | Status | Age | Class of licence | Hours on type | Total hours | Degree of injury |
|----------------------|--------|-----|------------------|---------------|-------------|------------------|
| Geoffrey Lyle KILLEN | Pilot | 70 | Private | 1900 | 4600 | 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

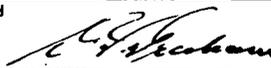
| Regulation or Order No. | Nature of contravention |
|-------------------------|-------------------------|
| | |

RELEVANT EVENTS

The aircraft arrived at "Nelyambo" Station shortly before last light which was at 1809 hours. The weather was fine and clear with nil wind. On his first circuit the pilot thought he saw sheep adjacent to his intended landing path which was an unmarked dirt strip within a large paddock. To make sure that the area was clear the pilot completed a second circuit before commencing an approach to land. On final approach the pilot found that the surface light had faded badly, although the sky remained bright. Under these conditions he had difficulty in distinguishing the strip from its surroundings and the aircraft touched down approximately 100 feet to the left of the strip, striking a mound of earth two feet high. The aircraft ballooned and floated a further 330 feet before again contacting the ground. On the second touch-down the nosewheel collapsed and the aircraft overturned.

8. OPINION AS TO CAUSE

The cause of the accident was that the pilot, failing to appreciate the deterioration of visibility towards last light and the consequent difficulty of landing on an unmarked strip, did not operate the flight with an adequate daylight safety margin.

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| Report approved  | (D.S. GRAHAM) | Designation Assistant Director-General (Air Safety Investigation) | Date 25.6.71 |
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