

1. LOCATION OF OCCURRENCE

Compressor Station 13, Moomba Natural Gas Pipeline 65 Miles South-East of Leigh Creek, S. A.	Height a.m.s.l. (ft) 140 feet	Date 25.1.72	Time (Local) 1641	Zone CSuT
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2. THE AIRCRAFT

Make and Model Beech V35A 2	Registration VH-TYA	Certificate of Airworthiness	Valid from 22.4.68	Valid to 21.4.77
Registered Owner R. M. Peebles, 294 Greenhill Road, Glenside, South Australia.	Operator Rossair Pty. Ltd., Parafield Airport, South Australia.	Degree of damage to aircraft Destroyed		
Defects discovered		Other property damaged Radio mast guy wire		

3. THE FLIGHT

Last recorded departure point Compressor Station 13	Time of departure 1640	Next point of intended landing Adelaide	Purpose of flight Travel	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
Leonard Arthur CLARK	Pilot	32	Commercial	68	642	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury
James Michael LIHOU	Passenger	Fatal	Arthur James ELLIS	Passenger	Fatal
Joseph Vernon DELAFOSSE	Passenger	Fatal			

6. RELEVANT EVENTS

The landing strip at Compressor Station 13 on the natural gas pipeline between Moomba field and Adelaide is situated in flat tree-less terrain and runs approximately north and south. Adjacent to the strip on the western side nine hundred feet from the northern end and 350 feet from the centre-line of the strip, stands a radio mast 300 feet high supported by an array of guy wires. The most easterly of the wires was anchored at a point 150 feet from the strip centreline and attached 25 feet below the top of the mast.

The pilot had carried out a previous charter flight to the strip on 5 January, 1972. Prior to that flight he had been briefed by the operator's chief pilot and during the briefing it had been pointed out that caution was necessary when operating at this strip because of the proximity of the mast and its supporting guy wires.

The outward flight from Adelaide, earlier in the day, was uneventful and the pilot rested for several hours before taking off on the return flight. The take-off was made to the south in clear, almost calm conditions. After take-off the pilot made a shallow turn to the left at approximately 200 feet above ground level. At this height the pilot completed a left-hand circuit of the strip then flew south tracking some 250 feet west of the strip centreline in a shallow dive. The aircraft passed low over the heads of three persons who had farewelled the passengers. Three hundred feet further on, and with no apparent deviation from its previous flight path, the aircraft struck the most easterly of the radio mast guy wires at a point 118 feet above ground level. The wire sheared off the outer 8 feet of the left wing leading edge and the aircraft immediately rolled to the left and pitched into a steep dive, striking the ground 400 feet beyond the point of impact with the wire.

7. OPINION AS TO CAUSE

The cause of the accident was that the pilot operated the aircraft at an unsafe height.

Report released <i>E. F. Graham</i> (D. S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 30.8.72
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