

## 1. LOCATION OF OCCURRENCE

Geraldton Airport, Western Australia.	Height a.m.s.l. (ft) 124 feet	Date 13.7.69	Time (Local) 1645	Zone WST
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## 2. THE AIRCRAFT

Make and Model Cessna 180	Registration VH-CSS	Certificate of Airworthiness	Valid from 14.12.67	Valid to 13.12.76
Registered Owner Geraldton Air Charter Pty. Ltd., P.O. Box 805, Geraldton, Western Australia.	Operator Geraldton Air Charter Pty. Ltd., P.O. Box 805, Geraldton, Western Australia.	Degree of damage to aircraft Substantial		
		Other property damaged Nil		

## Defects discovered

Tailwheel steering assembly only partly effective due to excessive wear in arm assembly steering P/N 3410.

## 3. THE FLIGHT

Last or intended departure point Geraldton	Time of departure 1630	Next point of intended landing Point of departure	Purpose of flight Local Flying	Class of operation Private
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## THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Albert CHRISTOFF	Pilot	39	Private	3 hours	199 hours	Nil

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Thomas BRADY	Passenger	Nil	Susan CHRISTOFF (9 years)	Passenger	Nil
Rosemary CHRISTOFF	Passenger	Nil	Annette CHRISTOFF (6 years)	Passenger	Nil

## 6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention
Air Navigation Regulation 227(2)	The aircraft landed at a weight which was in excess of the maximum permissible landing weight as specified in its Certificate of Airworthiness.

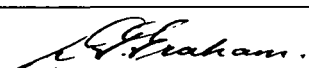
## RELEVANT EVENTS

The pilot intended to carry out a period of circuit and landing practice and had made one circuit and landing which was satisfactory. On the second circuit he made an approach with full flap and appeared to make a normal landing but after rolling about 300 feet the aircraft commenced to swing to the right. The pilot took corrective action using left brake and rudder and the aircraft then ran straight for a short distance. However, after a further 320 feet a second swing to the right became pronounced and the pilot was unable to maintain directional control. After turning approximately 130 degrees to the right, and when almost at rest, the aircraft tipped up on to the port wing and tailplane and then settled back on to the wheels.

## 8. OPINION AS TO CAUSE

The cause of the accident was that the pilot, who was inexperienced in operating tail wheel type aircraft, did not take adequate action to maintain directional control during a landing.

Report approved

 (D. S. GRAHAM)

 Designation  
Assistant Director-General  
(Air Safety Investigation)

Date

3.12.69

## 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 cowlings, 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".