



GOVERNMENT OF AUSTRALIA

DEPARTMENT OF TRANSPORT

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/755/1018

Publication of this report is authorised by the Secretary under the provisions of Air Navigation Regulations 283 (1)

1. LOCATION OF OCCURRENCE

Karratha, Western Australia	Height a.m.s.l. 23 feet	Date 4.8.75	Time (Local) 1005 hours	Zone WST
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2. THE AIRCRAFT

Make and Model Cessna 310D	Registration VH-BTP	Certificate of Airworthiness Valid from 22.8.69
Certificate of Registration issued to A. D. FRIEND 122 Murray Street, PERTH, W. A.	Operator A. D. FRIEND 122 Murray Street, PERTH, W. A.	Degree of damage to aircraft Destroyed
Defects discovered		Other property damaged Nil
The right-hand fuel selector middle torque tube, Part No. 0820000-5 was found to have been worn by interference with the bearing block shield, Part No. S-352, but this defect was not significant to the accident.		

3. THE FLIGHT

Last or intended departure point Karratha	Time of departure 1000 hours	Next point of intended landing Karratha	Purpose of flight Local	Class of operation Private
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Alan Douglas FRIEND	Pilot	50	Private	30 Approx	1000 Approx	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury
George Bernard Frederick WEBSTER	Passenger	Fatal	David Edward Alwyn COMPTON	Passenger	Fatal

6. RELEVANT EVENTS

The pilot was visiting Karratha on business in his twin engined aircraft and he agreed to a request to take a friend and another local resident for a flight in the Karratha area. The three men met at Karratha aerodrome and at about 0945 hours, before proceeding to the aircraft, the pilot advised the Flight Service Officer on duty at Karratha that he would be making a local flight. Written details are not required for such flights and none were submitted. The pilot also advised that he did not require a radio watch to be kept on the flight for search and rescue purposes. At 0958 hours the pilot reported to the Karratha Flight Service Unit by radio that the aircraft was taxiing for a local flight and that Runway 08 would be used for take-off. There was no further communication with the aircraft.

The take-off run appeared to be normal, but shortly after becoming airborne the aircraft changed direction towards the north. Having reached a height probably between 200 and 300 feet the aircraft then descended steeply and struck the ground some 760 metres north of the eastern end of the runway from which it had departed. The first impact occurred on the starboard wing tip fuel tank at a relatively low forward speed and a fierce fire broke out immediately. The wreckage was strewn over approximately 150 feet on a general heading of 276 degrees magnetic.

A detailed examination of the wreckage was conducted but the extent of destruction by fire was such that the examination was severely restricted. Although there was evidence that the starboard propeller was feathered and that the engine had been shut down, it was not possible to establish the existence, or otherwise, of any defect which might have led to the pilot taking this action.

OPINION AS TO CAUSE

The probable cause of the accident was that, whilst operating with one engine closed down, the pilot did not maintain adequate flying speed.

Approved for
publication

(I. M. Leslie)
Delegate of the Secretary

Date 23.4.76

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".