

## AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/691/1010

## 1. LOCATION OF OCCURRENCE

Minnamoolka Station (85 miles S.W. of Cairns) Q'ld.	Height a.m.s.l. (ft) 2100 feet	Date 17.4.69	Time (Local) 1030	Zone EST
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## THE AIRCRAFT

Make and Model Cessna 210-5	Registration VH-RJC	Certificate of Airworthiness	Valid from 15.4.65	Valid to 14.4.74
Registered Owner Bush Pilots Airways Ltd., Post Office, Aeroglen, Q'ld.	Operator Bush Pilots Airways Ltd., Post Office, Aeroglen, Q'ld.	Degree of damage to aircraft Substantial		
Defects discovered		Other property damaged Steel and wire fence		

## 3. THE FLIGHT

Last or intended departure point Minnamoolka	Time of departure 1030	Next point of intended landing Spring Creek	Purpose of flight Travel	Class of operation Charter
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## THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
John Vincent NEWMAN	Pilot	34	Commercial	1500 hours	3000 hours	Nil

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

Name	Status	Degree of injury	Name	Status	Degree of injury
W. THOMPSON	Passenger	Nil	Dr. Lloyd Eric DONALDSON	Passenger	Nil
Jan DONALDSON	Passenger	Nil			

## 6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention

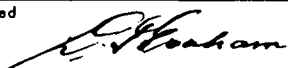
## RELEVANT EVENTS

The pilot had been informed by his Chief Pilot that the strip was 3000 feet long when in fact its length was 2,300 feet. The aircraft weight and ambient conditions were such that the aircraft required the full strip length for take-off if using 20 degrees of flap, and 2,650 feet for take-off if flap was not used.

The pilot began a rolling take-off without flap and, when committed to continuing the take-off, he selected eight degrees of flap. He lifted the aircraft off the ground just before reaching a fence 200 feet beyond the end of the strip. The undercarriage struck the fence and the pilot abandoned the take-off and landed in the adjacent paddock. The aircraft entered a shallow swamp, breaking off the nosewheel fork before coming to rest.

## 8. OPINION AS TO CAUSE

The cause of the accident was that the pilot was provided with incorrect information regarding the length of the strip.

Report approved 	Designation Assistant Director-General (Air Safety Investigation)	Date 2.12.69
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