

COMMONWEALTH OF AUSTRALIA
DEPARTMENT OF CIVIL AVIATION

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.
AS 691/1011

1. LOCATION OF OCCURRENCE

Gladstone Aerodrome, QUEENSLAND.	Height a.m.s.l. (ft) 48 feet	Date 17.4.69	Time (Local) 0730	Zone EST
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2. THE AIRCRAFT

Make and Model PA 28-180	Registration VH-PKB	Certificate of Airworthiness	Valid from 11.9.64	Valid to 10.9.73
Registered Owner Air Charter Pty. Ltd., Hangar 5, Airport, ARCHERFIELD.	Operator G.R. McAllister, 471 Annerley Street, ANNERLEY, BRISBANE.		Degree of damage to aircraft Substantial	Other property damaged

Defects discovered

Nil

3. THE FLIGHT

Last or intended departure point Rockhampton	Time of departure 0700	Next point of intended landing Gladstone	Purpose of flight Travel	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
Geoffrey Richard McALLISTER	Pilot	35	Private	75 hours	100 hours	Nil

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

Name	Status	Degree of injury	Name	Status	Degree of injury
N.C. WEST	Passenger	Nil			
J.W.C. BARROW	Passenger	Nil			

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention
A.N.R. 143(1)(b)	The pilot did not conform with the pattern of traffic formed by other aircraft operating at the aerodrome.

7. RELEVANT EVENTS

The pilot approached Gladstone from the north-west and radioed a position report at 10 miles. Joining the circuit he noticed another aircraft apparently making a touch-and-go landing on runway 28 and was in radio contact with it. As there was nil wind and new paintwork on the eastern end of the runway he elected to land on runway 10. When on the downwind leg he saw a second aircraft at the taxiway holding-point and, as a warning to it, made a base leg radio call. During the final approach and at a height of approximately 15 feet the second aircraft entered the runway so the pilot grabbed his microphone in an effort to give a warning but lost control of his aircraft which landed heavily on its nosewheel; it then propoised several times and the propeller struck the runway twice.

8. OPINION AS TO CAUSE

The pilot lost control of the aircraft when his attention was distracted.

Report approved

(D.S. GRAHAM)

Designation
Assistant Director-General
(Air Safety Investigation)

Date

5.9.69