

## 1. LOCATION OF OCCURRENCE

Zeehan Aerodrome, TASMANIA.	Height a.m.s.l. (ft) 550 feet	Date 12.2.69	Time (Local) 0910	Zone TST
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## 2. THE AIRCRAFT

Make and Model Cessna 172D	Registration VH-EDE	Certificate of Airworthiness	Valid from 11.12.64	Valid to 10.12.73
Registered Owner R.G. McCrossin, 1 Martin Court, TOORAK, VIC.	Operator R.G. McCrossin, 1 Martin Court, TOORAK, VIC.	Degree of damage to aircraft Destroyed		
Other property damaged				
Defects discovered				

## 3. THE FLIGHT

Last or intended departure point Greenstown	Time of departure 0845	Next point of intended landing Zeehan	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
Richard George McCROSS- IN	Pilot	47	Private	315 hours	366 hours	Minor

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

Name	Status	Degree of injury	Name	Status	Degree of injury
James George HEGGIE	Passenger	Minor			

## 6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention

## 7. RELEVANT EVENTS

Prior to departure, the pilot did not establish that the single runway at Zeehan is 1,715 feet in length or that the distance required for landing in the conditions that existed is 1,575 feet. During the landing approach, the aircraft crossed the runway threshold at a height of at least 100 feet and touched down with less than half the available runway length remaining. The pilot applied brakes and, when the aircraft was about 150 feet from the end of the runway, he applied power and attempted to go-around. The aircraft failed to become air-borne and overturned after striking a low earth embankment 22 feet beyond the end of the runway.

## 8. OPINION AS TO CAUSE

The cause of the accident was that the pilot did not take timely action to initiate a go-around following a misjudged approach.

Report approved <i>L. S. Graham</i> (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 5.9.69
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## 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".