

COMMONWEALTH OF AUSTRALIA DEPARTMENT OF CIVIL AVIATION	<b>AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT</b>	Reference No. <b>AS/692/1058</b>
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### 1. LOCATION OF OCCURRENCE

<b>"Ramah" - Property 25 miles north-west of Armidale NSW</b>	Height a.m.s.l. (ft) <b>3500 feet</b>	Date <b>14.11.69</b>	Time (Local) <b>1145</b>	Zone <b>EST</b>
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### 2. THE AIRCRAFT

Make and Model <b>Beechcraft 35/B33</b>	Registration <b>VH-CPL</b>	Certificate of Airworthiness	Valid from <b>21.9.66</b>	Valid to <b>20.9.75</b>
Registered Owner <b>A. B. Davies,          "Culpaulin",          Wilcannia, N.S.W.</b>	Operator <b>A. B. Davies,          "Culpaulin",          Wilcannia, N.S.W.</b>	Degree of damage to aircraft <b>Destroyed</b>		
		Other property damaged <b>Fence</b>		
Defects discovered				

### 3. THE FLIGHT

Lost or intended departure point <b>"Ramah"</b>	Time of departure <b>1145</b>	Next point of intended landing <b>Wilcannia</b>	Purpose of flight <b>Travel</b>	Class of operation <b>Private</b>
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### 4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
<b>Alan Beresford DAVIES</b>	<b>Pilot</b>	<b>55</b>	<b>Private</b>	<b>964 hours</b>	<b>3945 hours</b>	<b>Nil</b>

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

Name	Status	Degree of injury	Name	Status	Degree of injury
<b>Audrey Jean DAVIES</b>	<b>Passenger</b>	<b>Nil</b>	<b>Megan Bernard DAVIES</b>	<b>Passenger</b>	<b>Nil</b>
<b>Jacqueline Anne DAVIES</b>	<b>Passenger</b>	<b>Nil</b>			

### 6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention
<b>A.N.R. 89 (1)</b>	The aircraft was operated from a field which was not authorised by the Director-General for use as an aerodrome as it did not meet the requirements in respect of gradients, as specified in Aeronautical Information Publication AGA-4.
<b>A.N.R. 227 (1)</b>	The aircraft took off at a weight which was in excess of the maximum permissible for the conditions.

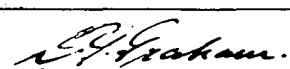
### 7. RELEVANT EVENTS

The pilot prepared the aircraft for take-off from a sloping and undulating field 1380 feet long with an overall down gradient to the east which exceeded 1:50 and with intermediate gradients in excess of 1:35. The strip is used by agricultural pilots as a one way field with take offs to the east. The pilot had previously taken off from this field in both directions without incident. On this occasion he did not consult the aircraft performance charts and elected to take-off to the west without flap at an all up weight of 2,682 lbs. utilizing only 1100 feet of the field. The surface between two crests on the strip was wet but not boggy. The aircraft became airborne between these crests but did not climb and, after the wheels touched on the crest ahead, the aircraft remained airborne in a nose up attitude without an appreciable increase in airspeed. The stall warning horn sounded and the aircraft hit a wire fence before the wheels touched the ground in an adjoining field. The port wing struck a tree stump and the aircraft was swung through 160 degrees and travelled tail first over felled trees before coming to rest.

The aircraft performance charts indicate that, on level ground in short dry grass with a flap setting of 20 degrees, a distance of 1630 feet is required for take at the aircraft weight in the prevailing conditions. Conversely the aircraft weight should not have exceeded 2155 lbs. for the length of the field used by the pilot.

### 8. OPINION AS TO CAUSE

The cause of the accident was that the pilot attempted to take-off from an unsuitable area and at an excessive aircraft weight for the conditions prevailing.

Report approved 	(D.S. GRAHAM)	Designation <b>Assistant Director-General          (Air Safety Investigation)</b>	Date <b>25.6.1970</b>
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