

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/693/1032

1. LOCATION OF OCCURRENCE

Murtoa, Victoria.	Height a.m.s.l. (ft) 440 feet	Date 16.6.69	Time (Local) 1410	Zone EST
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2. THE AIRCRAFT

Make and Model Cessna 172B	Registration VH-WAQ	Certificate of Airworthiness	Valid from 22.3.65	Valid to 21.3.74
Registered Owner Wimmera Aero Club, P.O. Box 4, Nhill, Victoria.	Operator Wimmera Aero Club, P.O. Box 4, Nhill, Victoria.	Degree of damage to aircraft Substantial		
Defects discovered		Other property damaged Nil		

3. THE FLIGHT

Last or intended departure point Murtoa	Time of departure 1400	Next point of intended landing Point of departure	Purpose of flight Pleasure Flight	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
Ronald Geoffrey AUMANN	Pilot	23	Commercial	186 hours	257 hours	Nil

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Graeme Lindsay ROBERTS	Passenger	Nil	Albert Desmond John BEER	Passenger	Nil
S. S. BEER	Passenger	Nil			

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS


Regulation or Order No.	Nature of contravention

7. RELEVANT EVENTS

During the morning the pilot, who had not flown for about 3 months, flew the aircraft, solo, and made three landings without incident. In the afternoon he took three friends on a flight around the town of Murtoa and on returning to the field approached to land without using engine power and with full flap selected. The aircraft touched down on the crest of a shallow undulation and bounced three times. The pilot did not take any corrective action and on the last touch down the aircraft landed heavily on the nosewheel assembly which collapsed rearwards. The aircraft skidded for a distance of 60 feet until the propeller spinner dug into the ground and brought it to a halt.

8. OPINION AS TO CAUSE

The cause of the accident was that, after misjudging the landing, the pilot did not take correct recovery action.

Report approved  (D. S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 3.12.69
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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".