

1. LOCATION OF OCCURRENCE

Red clay pan 18 n.m. north-east of Kalgoorlie Aerodrome	Height a.m.s.l. (ft) 1200 feet	Date 21.9.69	Time (Local) 1545	Zone WST
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2. THE AIRCRAFT

Make and Model Cessna 182D	Registration VH-RHC	Certificate of Airworthiness	Valid from 11.5.67	Valid to 10.5.76
Registered Owner D.J. Air Charter, 32 Balgore Way, Bunbury, W.A.	Operator D.J. Air Charter, 32 Balgore Way, Bunbury, W.A.	Degree of damage to aircraft Substantial		
Defects discovered		Other property damaged		

3. THE FLIGHT

Last or intended departure point Kalgoorlie Aerodrome	Time of departure 1515	Next point of intended landing 18 n.m. N.E. Kalgoorlie	Purpose of flight Parachuting	Class of operation Charter
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THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Arthur Cunningham TURNER	Pilot	45	Commercial	133 hours	14,815 hours	Minor

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

Name	Status	Degree of injury	Name	Status	Degree of injury

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention

RELEVANT EVENTS

Arrangements had been made to drop two parachutists from the aircraft over a red clay pan and for the aircraft to land so that the parachutists could be returned to Kalgoorlie. The clay pan was inspected by one of the parachutists some two weeks previously but he had no particular qualifications to assess the suitability of the proposed landing area. He informed the pilot that the area was suitable and, subject to an aerial inspection, the pilot accepted this advice. Since the ground inspection, about forty points of rain had fallen in the area.

When the parachutists made their descent and landed on the clay pan they sank through the salt crust at a depth of 9 inches into the boggy sub-surface. They then moved to the edge of the clay pan and the pilot made a low fly past to inspect the surface but the efforts of the parachutists to warn him were misunderstood. The aircraft approached to land and touched down several hundred yards from the parachutists. When the nosewheel contacted the surface it broke through the crust and ploughed a furrow through the mud. The aircraft then slowly overturned and came to rest inverted.

8. OPINION AS TO CAUSE

The cause of the accident was that the pilot attempted to land the aircraft on an unsuitable surface.

Report approved



(D.S. GRAHAM)

Designation

Assistant Director-General
(Air Safety Investigation)

Date

22.6.1970

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 cowling, 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".