

1. LOCATION OF OCCURRENCE

Esperance Aerodrome, Western Australia	Height a.m.s.l. (ft) 449 feet	Date 2.2.70	Time (Local) 1330	Zone WST
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2. THE AIRCRAFT

Make and Model Cessna 172E	Registration VH-DKT	Certificate of Airworthiness	Valid from 30.7.65	Valid to 29.7.74
Registered Owner Esair Pty. Ltd., P.O. Box 32, Applecross, Western Australia.	Operator Esair Pty. Ltd., P.O. Box 32, Applecross, Western Australia.		Degree of damage to aircraft Destroyed	Other property damaged Nil

Defects discovered

3. THE FLIGHT

Last or intended departure point Esperance Aerodrome	Time of departure 1330	Next point of intended landing Departure Point	Purpose of flight Local	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
John Maxwell AITKEN	Pilot	25	Private (Restricted)	46	46	Serious

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

Name	Status	Degree of injury	Name	Status	Degree of injury
William George KENNEDY	Passenger	Serious	Leonard WARD	Passenger	Minor
Richard John KENNEDY	Passenger	Serious			

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention

7. RELEVANT EVENTS

The aircraft was engaged on a local sight seeing flight and the gross weight of the aircraft was close to the maximum permitted. The only previous occasion on which the pilot had flown a fully laden aircraft was during a check by his instructor on 21st December, 1969 at which time flying conditions were good. The pilot elected to take-off on the 03 strip into a light north easterly wind. During the take-off the pilot noticed that the wind had become gusty. When the airspeed had reached about 50 knots the aircraft became airborne and shortly afterwards the pilot heard the stall warning horn sound. He lowered the nose to increase speed but soon thereafter he raised the nose of the aircraft to climb, the stall warning horn again sounded and the aircraft veered and began a turn to the right as the right wing dropped. The pilot attempted to continue the turn to land back on the aerodrome but, when he believed that he was losing control of the aircraft, he attempted to level it and reduced power preparatory to letting the aircraft settle in light scrub. The aircraft stalled from a height of about 25 feet with the right wing striking the ground first.

8. OPINION AS TO CAUSE

The cause of the accident was that the pilot attempted to climb the aircraft before he had attained a speed safe for flight in the existing circumstances.

Report approved

(D.S. GRAHAM)

Designation
Assistant Director-General
(Air Safety Investigation)Date
23.8.71

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".