



GOVERNMENT OF AUSTRALIA

DEPARTMENT OF TRANSPORT

Reference No.

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

SI / 762/1036

Publication of this report is authorised by the Secretary under the provisions of Air Navigation Regulations 283 (1)

1. LOCATION OF OCCURRENCE

'Narbethong' Property, 25 kilometres west of Mudgee, New South Wales	Height a.m.s.l. 1700 feet	Date 12.6.76	Time (Local) 1133 hours	Zone EST
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2. THE AIRCRAFT

Make and Model Cessna 172H	Registration VH-KOT	Certificate of Airworthiness Valid from 21.3.75		
Certificate of Registration issued to Narromine Aero Club Ltd., P. O. Box 162, Narromine, New South Wales.	Operator Michael Ryan, 'Currawidgee' Property, Trangie, New South Wales.	Degree of damage to aircraft Destroyed		
Defects discovered	Other property damaged Nil			

Nil

3. THE FLIGHT

Last or intended departure point Narromine	Time of departure 1048 hours	Next point of intended landing 'Narbethong' Property	Purpose of flight Travel	Class of operation Private

4. THE CREW

Name Michael RYAN	Status Pilot	Age 28	Class of licence Private	Hours on type 70	Total hours 70	Degree of injury Fatal

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

Name Anise Jean RYAN Amanda RYAN	Status Passenger Passenger	Degree of injury Fatal Fatal	Name Jodie Louise RYAN Jason Michael RYAN Bernadette Mary RYAN	Status Passenger Passenger Passenger	Degree of injury Serious Serious Serious

6. RELEVANT EVENTS

The airstrip at Narbethong Property on which the pilot had made arrangements to land was restricted to one-way operations because of surface slope and terrain obstructions. It met the standards for agricultural operations but did not meet the normal standards required for other types of operation. The pilot had not previously landed at this or any other one-way strip and all his previous flying had been at established aerodromes.

The aircraft approached the property from the west, overflew the strip at normal circuit height and was flown in a left hand pattern until it was established on approach for an uphill landing into the south-south-east. The surface wind was from the north-west at five to ten knots. On short final approach at a height of 20 to 30 feet the aircraft appeared to encounter a wind gust from the starboard rear quarter. Engine power was applied and the aircraft climbed ahead through a gap between trees at the far end of the strip. It continued to climb ahead into a rising gully towards high terrain. When some two kilometres beyond the strip, and while still below the level of the surrounding hills, the aircraft turned to the right in an apparent attempt to avoid the rising terrain. After turning steeply to the right through about 120 degrees, the nose of the aircraft passed beneath a two cable power line suspended 90 feet above the undulating terrain. The port wing strut and subsequently the wing, contacted the cables, which remained unbroken, and portion of the leading edge of the wing and wing tip were detached. The aircraft cartwheeled in flight and struck the ground in a steep nose down attitude some 80 metres beyond the position of the cable strike.

7. OPINION AS TO CAUSE

The cause of the accident was that the pilot attempted to operate the aircraft in circumstances which were beyond his level of ability, experience and qualifications.

Approved for publication

(I. M. Leslie)
Delegate of the Secretary

Date

30.11.1976