

1. LOCATION OF OCCURRENCE

1 mile north-west of Minlaton, S.A.	Height a.m.s.l. (ft) 300 feet	Date 1.10.69	Time (Local) 1240	Zone CST
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2. THE AIRCRAFT

Type and Model Cessna 182K	Registration VH-DVO	Certificate of Airworthiness	Valid from 11.3.68	Valid to 10.3.77
Registered Owner K. J. and I. Sherriff, Private Bag, Stansbury, S.A.	Operator W.A. Aldenhoven, Box 122, Yorketown, S.A.	Degree of damage to aircraft Substantial		
		Other property damaged		
Defects discovered				

3. THE FLIGHT

Last or intended departure point Minlaton	Time of departure 1240	Next point of intended landing Departure point	Purpose of flight Local 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
William Arthur ALDENHOVEN	Pilot	21	Commercial	78 hours	296 hours	Nil

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

Name	Status	Degree of injury	Name	Status	Degree of injury
R. McWATERS	Passenger	Nil	M. MAHER	Passenger	Nil
G. DAVEY	Passenger	Nil			

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention

7. RELEVANT EVENTS

The pilot began his take-off run from a paddock which he had inspected some days earlier. He abandoned the take-off when the nosewheel struck a lime stone block at a point 75 yards along the take-off path and covered by a smooth mound of earth. The pilot then inspected the nosewheel assembly and engine cowlings but did not detect any damage. In fact, the impact had bent the nosewheel rim and trim and had pushed the nosewheel struts slightly rearward distorting the fire-wall and wrinkling the underside of the fuselage. The fuselage distortion displaced the elevator control cable pulleys which resulted in slackening of the elevator cables.

As the pilot had detected no damage he then restarted the aircraft, and completed a pre take-off cockpit check, but did not check the flying controls. He took off and climbed to 1500 feet where, on levelling out, he became aware of abnormal free play in the elevator controls. Without delay he made a safe landing in another paddock.

The free play in the elevator controls was found to be 1½ inches at the pilot controls and 5½ inches at the elevator trailing edge.

8. OPINION AS TO CAUSE

The cause of the accident was that the pilot did not ensure that the surface of the selected take-off path was free of obstructions.

Report approved



(D.S. GRAHAM)

Designation
Assistant Director-General
(Air Safety Investigation)

Date
6.5.70

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".