

## 1. LOCATION OF OCCURRENCE

3 miles south west of Snowtown, South Australia.	Height a.m.s.l. (ft) 1050 feet	Date 5.9.70	Time (Local) 1055 Approx.	Zone CST
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## 2. THE AIRCRAFT

Make and Model Cessna 172D	Registration VH-DIO	Certificate of Airworthiness	Valid from 5.11.64	Valid to 4.11.73
Registered Owner J. Buza, 8 Leslie Street, Glen Osmond, South Australia.	Operator J. Buza, 8 Leslie Street, Glen Osmond, South Australia.	Degree of damage to aircraft Destroyed		
Defects discovered		Other property damaged Nil		

## 3. THE FLIGHT

Last or intended departure point Port Pirie Aerodrome	Time of departure 0945	Next point of intended landing Parafield Airport	Purpose of flight Travel	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
Janos BUZA	Pilot	38	Private	480	530	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Connie May BUZA	Passenger	Fatal			

## 6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention
A.N.R. 149(2)	The pilot conducted a VFR flight in meteorological conditions which were less than the minimum prescribed for such flights.

## 7. RELEVANT EVENTS

The aircraft departed from Port Pirie after refuelling in the course of a flight from Coober Pedy to Parafield. The pilot had not lodged a flight plan and there is no evidence that he consulted a weather forecast. The aircraft carried only VHF radio. Following advice from a friend of the pilot that the aircraft had not arrived at Parafield an air search was commenced and the wreckage of the aircraft was sighted late that afternoon at a position 3 miles west of the direct track Port Pirie - Dublin. The aircraft had struck the ground heading west and with the nose and right wing slightly down consistent with the aircraft having been under control. The engine was delivering substantial power at the time of impact. Weather over the route south of Port Pirie was influenced by a strong westerly wind and there were winds of up to 35 knots. The Hummock and Barunga Ranges had been enveloped in low cloud and drizzle throughout the morning and there are reports that the cloud cover extended to a considerable height in the area of the ranges and across the track which the aircraft might be expected to follow. A number of aircraft were seen and heard in the area during the period in which the accident occurred but it has not been possible to establish the precise flight path of this aircraft.

## 8. OPINION AS TO CAUSE

The probable cause of the accident was that the pilot proceeded into weather conditions in which terrain clearance could not be maintained visually.

Report approved <i>D.S. Graham</i> (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 30.9.71
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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 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".