

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/705/1026

1. LOCATION OF OCCURRENCE

1° 40' S 118° 02' E 39 n.m. 334° from Wittenoom	Height a.m.s.l. (ft) 1200 feet	Date 8.6.70	Time (Local) 1755	Zone WST
--	-----------------------------------	----------------	----------------------	-------------

2. THE AIRCRAFT

Make and Model Cessna 185A	Registration VH-AGG	Certificate of Airworthiness	Valid from 21.11.69	Valid to 20.11.78
Registered Owner S.F. Melville, Cowaramup, Western Australia.	Operator S.F. Melville, Cowaramup, Western Australia.	Degree of damage to aircraft Destroyed		
Defects discovered		Other property damaged Nil		

3. THE FLIGHT

Last or intended departure point Port Hedland	Time of departure 1711	Next point of intended landing Wittenoom	Purpose of flight Travel	Class of operation Private
--	---------------------------	---	-----------------------------	-------------------------------

4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Stewart Frank MELVILLE	Pilot	40	Private	52	137	Minor

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

Name	Status	Degree of injury	Name	Status	Degree of injury
James John ARCHIBALD	Passenger	Minor			

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention
A.N.O. 20.16.2 Para. 3.1 A.N.R. 228	The cargo stowed in the aircraft cabin was not restrained in any way to prevent it moving under the maximum accelerations to be expected in flight or in any emergency. The aircraft took off for the purpose of making a flight under the Visual Flight Rules when such flight would not be completed before night after making allowance specified by the Director-General in Aeronautical Information Publication RAC/OPS 0-10 para. 3.2A.

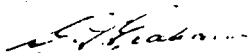
7. RELEVANT EVENTS

The pilot submitted a flight plan for a NOSAR flight to Paraburdoo indicating a time interval of 75 minutes and an ETD of 1630 hours WST. The time of last light at Paraburdoo was 1800 hours WST. The aircraft did not depart until 1711 hours and at 1733 hours, in a response to a query from Port Hedland flight service unit reminding the pilot of last light considerations, the pilot advised that he would divert to Wittenoom. Subsequent calculations indicate that it would not have been possible for the aircraft to have arrived at Wittenoom before last light. Effective VHF radio communications with the aircraft were then lost and the pilot has stated that his HF radio transmitter did not operate. The pilot became unsure of his position and in the failing light he decided to make a precautionary landing on a flat area covered in what appeared to be low bushes but which were, in fact, rocks. After touching down the aircraft struck rocks and subsequently overturned. Following an air search the aircraft was located at 0810 hours on 10th June, 1971 and the occupants were then rescued.

OPINION AS TO CAUSE

The cause of the accident was that the pilot failed to plan and conduct the flight to ensure that the landing could be effected in daylight.

Report approved



(D.S. GRAHAM)

Designation

Assistant Director-General
(Air Safety Investigation)

Date

26.8.71

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 cowlings, 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".