



GOVERNMENT OF AUSTRALIA

DEPARTMENT OF TRANSPORT

Reference No.

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

AS/744/1008

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

1. LOCATION OF OCCURRENCE

Anna Creek Station, South Australia	Height a.m.s.l. 300 feet	Date 3.3.74	Time (Local) 1730 hours	Zone CST
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2. THE AIRCRAFT

Make and Model Cessna 150F	Registration VH-DFR	Certificate of Airworthiness Valid from 2.8.66 to 1.8.75	
Certificate of Registration issued to G. M. Ferguson, William Creek, via Port Augusta, S. A.	Operator G. M. Ferguson, William Creek, via Port Augusta, S. A.	Degree of damage to aircraft Destroyed	Other property damaged Nil
Defects discovered Nil			

3. THE FLIGHT

Point of departure	Time of departure	Point of intended landing	Purpose of flight	Class of operation
Anna Creek Station	1715 hours	Point of Departure	Local	Private

4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Gordon Munro FERGUSON	Pilot	55	Private	279	347	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Paul SIMMONDS	Passenger	Fatal			

6. RELEVANT EVENTS

Early in the afternoon on the day of the accident, Mr. Ferguson flew the aircraft from William Creek, where he resided, to visit his nearest neighbours at Anna Creek Station, some 12 miles to the north-west. After spending some time at the homestead, he offered to take any of the several persons present for a local flight in his aircraft. The offer was accepted by a number of people and a series of flights, in cloudless and virtually calm weather conditions, began at about 1600 hours. One passenger was carried on each occasion and each of the first four flights consisted of a tour over the homestead area for a period of some ten minutes. At the completion of each flight the engine was closed down while the change of passengers took place. The fifth flight was slightly longer in duration to enable the passenger to take a number of photographs from the air. Each of these five flights was conducted at a height described by the eye-witnesses as "normal".

At the completion of the fifth flight, Mr. Ferguson indicated that he would make one more local flight before returning to William Creek and Mr. Simmonds boarded the aircraft for this flight. The engine was re-started and the aircraft taxied out and took off towards the north-west. After a short local flight the aircraft returned to the landing area and made a low run, at a height estimated as between 30 and 100 feet, in a south-easterly direction and passed near the group of persons on the ground. This was followed by a run at a similar height in a north-westerly direction and a further similar run to the south-east. Shortly after passing near the group of spectators on the third run, a steep climb was commenced and, at the top of the climb, the left wing dropped until the aircraft was almost inverted, the nose lowered and the aircraft rotated to the left as it dived towards the ground. The rotation appeared to cease just before the aircraft struck the ground in a steep nose down attitude and burst into flames.

OPINION AS TO CAUSE

The probable cause of the accident was that the pilot allowed the aircraft to stall at a height too low for recovery to be effected.

Approved for publication

(Frank E. Yeend)
Delegate of the Secretary

Date

16.4.1975

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".