

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

AS/745/1016

Publication of this report is authorised by the Director-General of Civil Aviation under the provisions of Air Navigation Regulation 283(1)

LOCATION OF OCCURRENCE

Jimba Station, 73 miles ESE of Carnarvon, Western Australia	Height a.m.s.l. 400 feet	Date 12.5.74	Time (Local) 1310 hours	Zone WST
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2. THE AIRCRAFT

Make and Model Cessna A150K	Registration VH-DXB	Certificate of Airworthiness Valid from 18.7.72 to 17.7.81
Certificate of Registration issued to Wonbalya Air Pty. Ltd., Landor Station, via Meekatharra, W.A.	Operator Wonbalya Air Pty. Ltd., Landor Station, via Meekatharra, W.A.	Degree of damage to aircraft Destroyed
		Other property damaged Nil
Defects discovered Nil		

3. THE FLIGHT

Last or intended departure point Mooka Station	Time of departure 1300 hours	Next point of intended landing Unknown	Purpose of flight Sheep Mustering	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
Raymond Charles CHAMBERS	Pilot	30	Private	200 Approx.	200 Approx.	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Robert Hume VIVEASH	Passenger	Fatal			

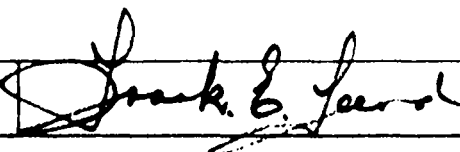
6. RELEVANT EVENTS

Aerial stock mustering normally involves flight below 500 feet and thus, in accordance with Air Navigation Regulation 133(3)(b), a general or specific permit from the Director-General is required. A pilot applicant for such a permit is required to first complete a course of low flying and practical mustering training and then to pass a flight test with a Departmental examiner. Mr. Chambers had not completed such a course or flight test and had not applied for, or received, a permit to engage in aerial stock mustering. Mr. Viveash was the owner of Jimba Jimba Station and was also a director of the company which owned VH-DXB. Mr. Chambers was employed by Mr. Viveash as the manager of another station in the area and after 2 May, 1974 he took over the role of mustering pilot replacing another pilot who had left the area.

On the day of the accident the aircraft commenced operations at about 0600 hours in conjunction with six stockmen. Radio communication was available between the aircraft and each stockman. The aircraft landed at nearby Mooka Station for refuelling at about 1000 hours and again at 1245 hours. On its return to the mustering area, communication was established with a stockman riding a motor cycle who was directed towards some straggling sheep. The aircraft then dived to a low height to indicate the position of the stragglers. As the aircraft pulled up from the dive the pilot said that he had lost sight of the sheep and would dive towards their position again. The aircraft again dived to a low height and climbed away with the wings level. As it commenced to level out at a height estimated as between 300 and 500 feet, the engine noise was heard to cease and it then passed out of the stockman's sight behind a tree. An impact noise was heard shortly afterwards. Examination of the wreckage indicated that the aircraft had struck the ground in a very steep nose down attitude consistent with an uncompleted recovery from a stall. There was no evidence of any engine defect and it was established that the aircraft had adequate fuel.

7. OPINION AS TO CAUSE

The probable cause of the accident was that the pilot, who was relatively inexperienced and not qualified to engage in low level operations, allowed the aircraft to stall at a height too low for recovery to be effected.

Approved for
publication(Frank E. Yeend)
Delegate of the Director-General of Civil Aviation

Date

3.2.1975

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".