

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.
AS/704/1007

1. LOCATION OF OCCURRENCE

Delissaville Aerodrome, Northern Territory	Height a.m.s.l. (ft) 112 feet	Date 21.2.70	Time (Local) 1136	Zone CST
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THE AIRCRAFT

Type and Model Cessna 310K	Registration VH-RCG	Certificate of Airworthiness	Valid from 6.5.66	Valid to 5.5.75
Registered Owner	Operator	Degree of damage to aircraft Substantial		
		Other property damaged Nil		
Defects discovered				

3. THE FLIGHT

Last or intended departure point Darwin Airport	Time of departure 1107	Next point of intended landing Delissaville Aerodrome	Purpose of flight Conversion to type	Class of operation Private
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THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
	Pilot-in-Command	48	Commercial	1,350	12,500	Nil
	Pilot under Instruction	27	Commercial	6	1,385	Nil

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

Name	Status	Degree of injury	Name	Status	Degree of injury

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS


Regulation or Order No.	Nature of contravention
A.N.O. 48.1.1 para. 12	The pilot in command had flown on nine consecutive days and had not been relieved from all duty associated with his employment for the period specified in this Air Navigation Order.

7. RELEVANT EVENTS

The aircraft was engaged on type endorsement training and the pilot in command was occupying the right hand seat. After climbing to 3,000 feet in the Delissaville area, a series of simulated engine failures was carried out and on each occasion the undercarriage warning horn was silenced by opening the throttle of the inoperative engine. At the conclusion of these exercises the pilot under instruction was told to carry out an asymmetric landing and for this exercise the starboard throttle was set to the zero-thrust position which also silenced the warning horn. During the descent circuit, and approach to land, however, the warning horn sounded almost continuously due to the almost closed position of the port throttle. Reference was not made to the check list provided in the aircraft during these stages of the flight and, when the pilot under instruction did not lower the undercarriage, his omission was not detected by the instructor. The significance of the horn escaped both pilots probably due to the familiarity with its sound during the preceding exercises and the landing was completed with the wheels retracted.

8. OPINION AS TO CAUSE

The cause of the accident was that the pilots did not conduct adequate cockpit checks.

Report approved  (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 4.2.1971
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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".