

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.
AS/723/1008

1. LOCATION OF OCCURRENCE

Ten miles East of Yarrawonga, Victoria.

Height a.m.s.l. (ft)
140 feetDate
20.2.72Time (Local)
1140Zone
EST

2. THE AIRCRAFT

Make and Model Cessna 175	Registration VH-GWW	Certificate of Airworthiness	Valid from 22.12.64	Valid to 18.12.73
Registered Owner Air Taxis Australia Pty. Ltd., 4 Lonsdale Street, Caulfield, Victoria.	Operator Air Taxis Australia Pty. Ltd., 4 Lonsdale Street, Caulfield, Victoria.	Degree of damage to aircraft Substantial		
		Other property damaged One SEC power wire		
Defects discovered				

3. THE FLIGHT

Last or intended departure point Moorabbin	Time of departure 1024	Next point of intended landing Yarrawonga	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
William James CLEMENS	Pilot	38	Private	356	1243	Serious

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Ann Elizabeth VERNON	Passenger	Serious			

6. RELEVANT EVENTS

The pilot intended to visit friends at a cottage close to the bank of the Ovens River. On previous trips he had landed at Yarrawonga and had been driven to the cottage. On such visits he had inspected a paddock, to the west of his friend's cottage, with a view to its use as a landing site. The field was bordered by a row of SEC power wires, aligned north-south, just outside the eastern boundary and a further set of power wires, parallel to these, was located 135 feet to the west, inside the paddock. The wires outside the paddock were prominent by virtue of the number of supporting poles, but those within the paddock were less obvious as the wires were suspended across the approach path, between two poles 511 feet apart. A row of trees was located just inside and parallel to the western boundary and the distance between these trees and the wires in the field was about 2,800 feet.

Arriving over the field after the flight from Moorabbin the pilot circled, sighting both sets of wires. With the intention of making a close inspection of the field and thus going around to make a landing he made a full flap approach towards the west. The aircraft cleared the eastern set of wires but the nose wheel leg struck and broke the top cable of the three wires comprising the second set. The aircraft then fell to the ground, nose first, from a height of about 30 feet and overturned.

OPINION AS TO CAUSE

The probable cause of the accident was that the pilot did not exercise the degree of vigilance necessary for a safe operation at low level in the presence of obstructions.

Report released <i>[Signature]</i> (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 22.11.72
--	---	------------------