

GOVERNMENT OF AUSTRALIA

DEPARTMENT OF TRANSPORT

Reference No.

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

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

AS/724/1013

1. LOCATION OF OCCURRENCE

Montejinnie Station, Northern Territory

Height a.m.s.l.

700 feet

Date

27.3.72

Time (Local)

1036 hours

Zone

CST

2. THE AIRCRAFT

Make and Model Cessna 150D	Registration VH-DIP	Certificate of Airworthiness 28.4.1965 to 27.4.1974
Certificate of Registration issued to W. B. Crowson, Montejinnie Station, Via Katherine, Northern Territory.	Operator W. B. Crowson, Montejinnie Station, Via Katherine, Northern Territory.	Degree of damage to aircraft Destroyed
		Other property damaged Nil

Defects discovered

Nil

3. THE FLIGHT

Last or intended departure point Montejinnie Airstrip	Time of departure 1015 hours	Next point of intended landing Point of departure	Purpose of flight Aerial Mustering	Class of operation Private

4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
William Brian CROWSON	Pilot	34	Private	49	2091	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Edward John DERMODY	Passenger	Fatal			

6. RELEVANT EVENTS

On the day of this accident, Mr. Crowson, an experienced pilot who had also carried out a considerable number of cattle mustering flights, accompanied by Mr. Dermody, who was also the holder of a private pilot licence but was comparatively inexperienced, made a short local flight, after which the aircraft was refuelled. The aircraft, now close to the maximum permissible all up weight and with the same persons on board then took off to provide assistance in the mustering of stock. Some 20 minutes later, at a position 9 miles east-south-east of the station homestead, the aircraft began to circle at a height of about 400 feet near the head stockman, who was operating on horseback and alone and was having difficulty in turning a group of cattle.

The head stockman, riding west, saw the aircraft fly overhead towards the east at a height of between 100 feet and 150 feet and he assumed that it would manoeuvre behind him, returning to assist in turning the cattle. Within 30 seconds of the aircraft having passed overhead, the head stockman heard a thud and on turning, found that the aircraft had crashed approximately 200 yards from his position. Fire broke out almost immediately and the centre section of the aircraft, including the main cabin area was burnt out.

The aircraft struck the ground in a vertical dive on a westerly heading but not at an abnormally high speed.

OPINION AS TO CAUSE

There is insufficient evidence available to determine the cause of this accident.

Approved for
publication(FRANK E. YEEND)
Delegate of the Director-General of Civil AviationDate
6.6.1974

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".