

AIRCRAFT ACCIDENT INVESTIGATION
SUMMARY REPORT

Reference

AS/753/1013

1. LOCATION OF ACCIDENT

Lake Naomi, Tasmania	Height a.m.s.l. (ft) 1100 metres	Date 17.3.75	Time (Local) 0930 Approx	Zone EST
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2. THE AIRCRAFT

Make and Model Lake LA4/200 Buccaneer	Registration VE-ETX	Certificate of Airworthiness	Valid from 1.9.72	Valid to 31.8.81
Registered Owner (name and address) Tasair Amphibious Pty Ltd 152 Macquarie Street Hobart TAS 7000	Operator (name and address) Aero Club of Southern Tasmania Box 451A GPO Hobart Tas 7001	Degree of damage to aircraft Substantial		
Defects discovered		Other property damaged		

3. THE FLIGHT

Last or intended departure point Lake Naomi	Time of departure 0928 approx	Next point of intended landing Launceston	Purpose of flight Travel	Class of operation Private
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THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Stanley Ross Corrick TILLEY	Pilot	44	Private	104	785	Serious

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Henry Dennison REED	Passenger	Serious	Violet Hazel GRANDJEAN	Passenger	Minor
Pierre GRANDJEAN	"	Minor			

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention
120	

RELEVANT EVENTS

The pilot initially planned to fly to Lake Meston but cloud conditions forced a change of plan and after overflying Lake Naomi to check the surface for obstructions the pilot landed on that lake. Lake Naomi is 970 metres A.M.S.L. and provides a take-off path in excess of the 1250 metres required by the aircraft flight manual. It is surrounded by mountainous terrain except for an area at the northern end where a suitable climb-out gradient is available. The pilot taxied to the south east corner of the lake, for take-off into a five knot north westerly wind, with a slightly choppy surface. Three attempts to take-off were unsuccessful because the aircraft could not be raised onto the step. On the fourth attempt the aircraft became airborne at about two thirds of the length of the lake and heading was changed to fly out to the north. At a height of about 15 metres over trees the pilot became apprehensive about the terrain ahead so initiated a steep low level turn, with the intention of landing back on the lake. Speed and height were lost and the aircraft collided with trees, struck the ground and came to rest in the water at the edge of the lake.

8. OPINION AS TO CAUSE

The cause of the accident was that the pilot failed to adequately inform himself of the take-off and climb out situation prior to landing.

COMMONWEALTH OF AUSTRALIA
DEPARTMENT OF TRANSPORT AND REGIONAL SERVICES - BUREAU OF AIR SAFETY INVESTIGATION
Brief Print (Public)

Occurrence Number: **197502847** Occurrence Type: **Accident**
Location: **LAKE NAOMI TAS** State: **TAS**
Date: **17-MAR-1975** Time: **0930**

Aircraft Manufacturer: **Lake A/C Div. of Consolidated Aeronautics Inc.** Aircraft Model: **LA-4-200**

Aircraft Registration: **VH-ETX** Damage to Aircraft: **Destroyed**

Departure Point: **LAKE NAOMI TAS** Departure Time:

Destination: **LAUNCESTON** Actual Landing Point:

Type of Operator: **Aero Club** Type of Operation: **Non-commercial** **Pleasure/Travel**

Flight Rules: Flight Procedure: Flight Conditions:

Crew Details

Role	Class of Licence	Hours Total	Hours on type	Last 90 Days
Pilot-In-Command	Private	785	104	31

Injuries	Fatal	Serious	Minor	None	Total
Crew:		1			1
Passengers:		1	2		3
Ground:					0
Total:	0	2	2	0	4

Occurrence Summary:

ON INITIAL CLB PLT CONSIDERED ACFT WOULD NOT OUTCLB TERRAIN.ATT CLB TURN LOST ALT.HIT TREES.