

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.
AS/693/1009

1. LOCATION OF OCCURRENCE

| | | | | |
|---|---------------------------------|----------------|----------------------|-------------|
| Near Ventnor, Phillip Island, Victoria. | Height a.m.s.l. (ft) 75 feet | Date 9.2.69 | Time (Local) 1320 | Zone EST |
|---|---------------------------------|----------------|----------------------|-------------|

2. THE AIRCRAFT

| | | | | |
|----------------------------------|------------------------|---|-----------------------|---------------------|
| Type and Model Piper PA28-180 | Registration VH-MOL | Certificate of Airworthiness | Valid from 22.4.66 | Valid to 21.4.75 |
| Registered Owner [REDACTED] | Operator [REDACTED] | Degree of damage to aircraft Substantial | | |
| | | Other property damaged Nil | | |
| Defects discovered Nil | | | | |

3. THE FLIGHT

| | | | | |
|---|---------------------------|--|-----------------------------|-------------------------------|
| Last or intended departure point Moorabbin | Time of departure 1250 | Next point of intended landing Phillip Island | 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 |
|------------|--------|-----|------------------|---------------|-------------|------------------|
| [REDACTED] | Pilot | 49 | Private | 129 hours | 129 hours | Nil |

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

| Name | Status | Degree of injury | Name | Status | Degree of injury |
|------------|-----------|------------------|------------|-----------|------------------|
| [REDACTED] | Passenger | Nil | [REDACTED] | Passenger | Nil |

CONTRAVENTIONS OF REGULATIONS AND ORDERS

| Regulation or Order No. | Nature of contravention |
|-------------------------|-------------------------|
| | |

RELEVANT EVENTS

Prior to landing on a strip which is aligned in a southerly direction, the pilot estimated that he would be subject to a cross wind of from 10 to 12 knots from the left. However, he was not aware that the topography adjacent to the strip threshold could considerably influence the ambient wind and, during the landing flare-out, the aircraft encountered a strong wind gust from the left. On touchdown the aircraft commenced to turn to the left and, although the pilot took remedial action, he was unable to maintain directional control. In the latter stages of the landing run, the aircraft swung further into wind and the nose landing gear strut bent.

8. OPINION AS TO CAUSE

The cause of the accident was that, during a landing in a strong crosswind, the pilot was unable to maintain directional control.

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| Report approved <i>D.S. Graham</i> (D.S. GRAHAM) | Designation Assistant Director-General (Air Safety Investigation) | Date 24.2.70 |
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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 cowlings, 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".