



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF TRANSPORT

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Publication of this report is authorised by the Secretary under the provisions of Air Navigation Regulations 283 (1)

Reference No.

SI/784/1036

1. LOCATION OF OCCURRENCE

12 kilometres south of Alroy Downs Homestead N.T.	Height a.m.s.l. 720 feet	Date 6.11.78	Time (Local) 1005 hours	Zone CSuT
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2. THE AIRCRAFT

Make and Model Cessna 172N	Registration VH-AFV	Certificate of Airworthiness Valid from 10.2.78
Degree of damage to aircraft Destroyed	Other property damaged Nil	
Defects discovered Nil		

3. THE FLIGHT

Last or intended departure point Alroy Downs	Time of departure 1000 hours	Next point of intended landing Alroy Downs	Purpose of flight Probably Pleasure	Class of operation Private
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E CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
	Pilot	25	Private	161	161	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury
	Passenger	Fatal			

RELEVANT EVENTS

There were no witnesses, other than the occupants, to the departure of the aircraft from Alroy Downs. Shortly after 1000 hours, stockmen at the No. 8 bore observed the aircraft approaching from the north at a height estimated as about 200-300 feet. The aircraft descended and circled the bore twice at a height of about 50 feet then steadied on a southwesterly heading before turning back to again fly over the bore. The aircraft passed over the bore at a low height, the engine power was then heard to increase and the aircraft commenced to climb. The nose rose sharply and the aircraft climbed steeply to about 250 feet.

The left wing then dropped and the aircraft dived vertically, spiralling to the left. It struck the ground exactly nose first, crushing the forward sections of the cabin and wings and remaining poised in a vertical attitude after impact.

The examination of the wreckage did not reveal any pre-existing defect or malfunction which could have contributed to the accident. The weather was fine and clear with a light wind and was not a factor in the occurrence.

The reason for the flight is not known. It may have been undertaken to assess the whereabouts and numbers of cattle near the bore but this was not an expected undertaking for the aircraft. The available information suggests that the arrangements were made at short notice between the occupants of the aircraft.

7. OPINION AS TO CAUSE

The probable cause of the accident was that the pilot allowed the aircraft to stall at a height which was too low for recovery to be effected.

Approved for
publication(G. V. Hughes)
Delegate of the Secretary

Date 6.6.1980

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

Note. - Specifically excluded are: death from natural causes and fatal or serious injury to any person on board whether self-inflicted or inflicted by another person, or to ground support personnel before or after flight, or fatal or serious injury which is not a direct result of the operation of the aircraft, or which concerns stowaways.

- (b) the aircraft suffers substantial damage or is destroyed; or
- (c) the aircraft is missing or is completely inaccessible.

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 or its accessories, or to propeller blades; bent fairings or cowlings; small dents or puncture holes in the skin; damage to wing tips, antennas, tires, or brakes.

MINOR DAMAGE - Damage other than as defined under "Destroyed" or "Substantial Damage".