

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT ✓

Reference No.

AS/703/1007

1. LOCATION OF OCCURRENCE

2 miles south east of George Town, Tasmania.	Height a.m.s.l. (ft) 50 feet	Date 18.1.70	Time (Local) 1230	Zone TST
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THE AIRCRAFT

Make and Model Cessna 172G	Registration VH-PLR	Certificate of Airworthiness	Valid from 7.3.66	Valid to 6.3.75
Registered Owner Schutt Aircraft Pty. Ltd., P.O. Box 62, Cheltenham, Victoria.	Operator Schutt Aircraft Flying Academy, Moorabbin Airport Pty. Ltd., Cheltenham, Victoria.	Degree of damage to aircraft Substantial		
Defects discovered		Other property damaged Post and wire fence.		

3. THE FLIGHT

Last or intended departure point George Town	Time of departure 1230	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
[REDACTED]	Pilot	31	Private	18	63	Nil

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

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

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

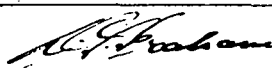
Regulation or Order No.	Nature of contravention
A.N.R. 89(1)	The aircraft was taken off from a field which was not authorised by the Director-General for use as an aerodrome since it did not meet the specified requirements in respect of length.

RELEVANT EVENTS

Before commencing the flight the pilot obtained information which led him to believe, incorrectly, that there was an airstrip at George Town. On arrival over George Town he could not find an airstrip so he selected a field, examined it from the air, and landed. He discussed the field with the owner who estimated its size as 2,000 feet square and, for his departure, the pilot decided to make a crosswind take-off to the south to avoid over-flying several houses on the western boundary. The pilot did not consult the take-off performance charts contained in the aircraft flight manual, nor did he obtain accurate information as to the dimensions of the field. The wind velocity was westerly at 15 knots and the field dimension to the south was in fact 1,700 feet with trees 30 feet high along the boundary, reducing the effective length to 1,100 feet. In these conditions the minimum effective operating length required by the flight manual for take-off was 1,670 feet. During the take-off on a heading of 160 degrees the aircraft was retarded by dense patches of clover but the pilot elected to continue the take-off. Just before reaching the trees he pulled the nose up sharply but the tailplane and left wing tip struck the tree tops. Control became difficult and he attempted to land downwind in a small paddock but, after touching down, the aircraft ran through a fence and came to rest on a mound of soft earth. There were other take-off paths available in the field which would have provided adequate effective operational length for take-off.

8. OPINION AS TO CAUSE

The cause of the accident was that the pilot did not ensure that the performance capabilities of the aircraft were such as to permit safe operation along the selected flight path in the existing conditions.

Report approved  (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 25.6.71
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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".