

## 1. LOCATION OF OCCURRENCE

10 miles south east of Ross, Tasmania.	Height a.m.s.l. (ft) 1100 feet	Date 4.3.69	Time (Local) 1805	Zone TST
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## 2. THE AIRCRAFT

Make and Model Cessna 180	Registration VH-IAM	Certificate of Airworthiness	Valid from 1.12.64	Valid to 30.11.73
Registered Owner Air Mist Pty. Ltd., Hangar 50B, Airport, Parafield, South Australia.	Operator Air Mist Pty. Ltd., Hangar 50B, Airport, Parafield, South Australia.	Degree of damage to aircraft Substantial		
Defects discovered		Other property damaged Nil		

## 3. THE FLIGHT

Last or intended departure point Tunbridge	Time of departure 1755	Next point of intended landing Mt. Morriston	Purpose of flight Ferry	Class of operation Aerial Work
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## THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
David Craig SHEARER	Pilot	26	Commercial	112 hours	391 hours	Nil

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

Name	Status	Degree of injury	Name	Status	Degree of injury

## 6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention
A.N.R. 89(1)	The aircraft was landed at a place which was not authorised by the Director-General for use as an aerodrome since it did not meet the requirements in respect of width and gradient as specified in Aeronautical Information Publication AIP AGA 4-5.

## RELEVANT EVENTS

During the day the pilot, who was inexperienced in agricultural operations, had completed the spreading of superphosphate while under the supervision of a Class 1 agricultural pilot. The strip used, though adequate in length, was substantially below the prescribed minimum in width, it was bordered by rough, rutted ground and large rocks and the transverse gradient was in excess of the specified maximum.

In the late afternoon the pilot returned to the strip to load some equipment. The wind was calm and shortly after making a normal landing the aircraft diverged approximately 12 feet to the right of the strip centre line. Due to the rough ground and downslope the pilot was unable to regain the central strip and the main wheels struck some large rocks tipping the aircraft on to its nose.

## 8. OPINION AS TO CAUSE

The cause of the accident was that the pilot landed the aircraft on an unsuitable strip.

Report approved <i>D. S. Graham</i> ( D. S. GRAHAM )	Designation Assistant Director-General (Air Safety Investigation)	Date 2.12.69
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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 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".