

1. LOCATION OF OCCURRENCE

Wanna Station, 30 miles north-west Mount Augustus Western Australia.	Height a.m.s.l. (ft) 1600 feet	Date 31.5.69	Time (Local) 1810	Zone WST
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2. THE AIRCRAFT

Make and Model Beechcraft D95A 'Travelair'	Registration VH-AEM	Certificate of Airworthiness	Valid from 4.4.67	Valid to 3.4.76
Registered Owner Growan Pty. Ltd., P.O. Box 335, Fremantle, Western Australia.	Operator Growan Pty. Ltd., P.O. Box 335, Fremantle, Western Australia.	Degree of damage to aircraft Substantial		
Defects discovered		Other property damaged Nil.		

3. THE FLIGHT

Last or intended departure point Carnarvon	Time of departure 1658	Next point of intended landing Wanna Station	Purpose of flight Travel	Class of operation Private
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Geoffrey Lyle NOBLE	Pilot	21	Commercial	60	358	Nil

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Malcolm George ADAMS	Passenger	Nil			

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention
A.N.R. 228	The aircraft took off for the purpose of making a flight under the Visual Flight Rules when such flight would not be completed before night after making allowances specified by the Director-General in Aeronautical Information Publication RAC/OPS 1-20 paragraph 3.3.

RELEVANT EVENTS

The aircraft departed Carnarvon at 1658 WST with an estimated time interval of 67 minutes to Wanna Station and a total endurance of 220 minutes. Last light at Carnarvon was 1807 WST and the pilot based his flight plan on that time which gave a margin of two minutes from estimated time of arrival to last light. Last light at Wanna, which is some 168 miles east north east of Carnarvon was in fact 1801 WST, four minutes before the estimated arrival time. Actual arrival over Wanna was made at 1807 WST and after twice overflying the area, the pilot made an approach to the airstrip, which was without lighting. The aircraft landing lights were used, but the pilot overshot the threshold of the strip and touch down was not effected until within 730 feet of the far end of the 3,500 feet long landing area. The pilot was unable to stop the aircraft in the available length remaining and, when the end of the strip was reached, the aircraft collided with a tree.

8. OPINION AS TO CAUSE

The cause of the accident was that the pilot failed to plan and conduct the flight to ensure that a landing could be effected in daylight.

Report approved <i>D.S. Graham</i> (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 12.11.1970
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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".