



GOVERNMENT OF AUSTRALIA

DEPARTMENT OF TRANSPORT

Reference No.

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

AS/752/1012

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

1. LOCATION OF OCCURRENCE

Black Swamp, 12 kilometres east of Tenterfield,
New South Wales

Height a.m.s.l.
3300 feet

Date
11.3.75

Time (Local)
1632 hours

Zone
EST

2. THE AIRCRAFT

Make and Model Cessna A188/A1	Registration VH-KQH	Certificate of Airworthiness Valid from 12.6.69
Certificate of Registration issued to Airsprayers Pty. Ltd., 1 Albert Street, Cundletown, New South Wales.	Operator Rural Helicopters Pty. Ltd., P. O. Box 33, Coffs Harbour Jetty, N.S.W.	Degree of damage to aircraft Destroyed
		Other property damaged Nil
Defects discovered Nil		

3. THE FLIGHT

Last or intended departure point Black Swamp	Time of departure 1632 hours	Next point of intended landing Tenterfield	Purpose of flight Superphosphate Spreading	Class of operation Aerial Work
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Peter Chapman SHAW	Pilot	36	Commercial	660 Approx.	6100 Approx.	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury

6. RELEVANT EVENTS

The airstrip from which the aircraft was operating was of adequate length and it met the standards required for agricultural operations. Because of the one-way characteristics of the strip, all take-offs were required to be to the west-north-west and the terrain beyond the end of the strip sloped downhill with scattered tree stumps and fallen timber in this area. Throughout the day the aircraft had been engaged spreading superphosphate on a property some two kilometres south of the strip. The final load required to complete the job was loaded into the hopper of the aircraft and the loader driver then prepared to leave the area. The aircraft was not seen to take-off but persons working in the area heard engine noise, similar to that associated with earlier take-offs, until it suddenly ceased and a loud dull thud was heard. At about the same time, smoke was observed rising from beyond the end of the strip and the burning wreckage of the aircraft was subsequently located in a gully.

There is evidence to suggest that from a position about mid-way along the strip where the aircraft had become airborne on previous take-offs, its take-off path had diverged left from the strip at an angle of about 10 degrees. Some 210 metres beyond the end of the strip and 68 metres to the left of the extended centreline the port wing had struck a large stump at a position 2.5 metres above ground level. The port wing tip then contacted the ground and the aircraft crashed in an inverted attitude. The aircraft wreckage was examined in detail but there was no evidence of any defect or malfunction which might have contributed to the accident. The load of damp superphosphate had not been dumped and there was nothing to suggest that the gross weight of the aircraft or the centre of gravity position were other than within safe limits. Rain showers had occurred during the day with occasional gusty winds associated with their passage but, at the time of the accident, the weather was overcast, the surface wind was a light east to north-easterly and the visibility was probably only slightly restricted by drizzle in the area.

7. OPINION AS TO CAUSE

There is insufficient evidence available to determine the cause of this accident.

Approved for
publication

(I. M. Leslie)
Delegate of the Secretary

Date
20.12.1976