



GOVERNMENT OF AUSTRALIA

DEPARTMENT OF TRANSPORT

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/752/1018

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

1. LOCATION OF OCCURRENCE

Two kilometres north-west of Walcha, New South Wales	Height a.m.s.l. 3680 feet	Date 31.3.75	Time (Local) 1550 hours	Zone EST
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2. THE AIRCRAFT

Make and Model Piper PA28-140 'Cherokee'	Registration VH-TPT	Certificate of Airworthiness Valid from 20.3.67
Certificate of Registration issued to Archerfield Aerial Services Pty. Ltd., 21 Torview Street, Rosedale, Queensland.	Operator Woodfall Aviation Pty. Ltd. 250 Beatty Road, Archerfield, Queensland.	Degree of damage to aircraft Destroyed
Defects discovered Nil		Other property damaged Nil

3. THE FLIGHT

Last or intended departure point Cessnock	Time of departure 1318 hours	Next point of intended landing Archerfield	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
Robert Victor SCHINKEL	Pilot	28	Private	10	220	Serious

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Edith ANDERSON	Passenger	Fatal	Garry R. ANDERSON	Passenger	Fatal

6. RELEVANT EVENTS

The initial route which the pilot planned to follow was from Cessnock direct to Armidale and, after departure, he advised that he estimated being over Armidale at 1432 hours. As the flight progressed the aircraft encountered extensive low cloud and the pilot became uncertain of his position. At 1500 hours he advised Coffs Harbour Flight Service Unit that he believe he was to the west of Armidale which he was unable to locate and he requested assistance. He was subsequently advised that the weather was favourable to the west and it was suggested that he fly a south-westerly heading and divert to Tamworth. Shortly afterwards he confirmed that he had set course for Tamworth. At 1543 hours the pilot advised that he was in the vicinity of an agricultural airstrip and he intended to land. He noticed that the strip had a longitudinal slope and he made a long final approach for an upslope landing with full flap extended. Subsequently the pilot realised that the aircraft would not come to a stop before it reached trees at the end of the strip and he commenced a 'go-around'. The aircraft became airborne and a turn to the right was commenced. While the aircraft was banked about 45 degrees to the right it struck a tree at a height of 42 feet and, following impact with other trees, it struck the ground in an inverted attitude and a fierce fire broke out.

The airstrip was aligned 073/253 degrees and was 657 metres long. It had an overall longitudinal gradient of 1 in 40 up to the east and there was a line of tall trees slightly beyond and across the eastern end. It met the standard for agricultural operations but, because of its one-way characteristics, it did not meet the normal standards required for other types of operation. At the time of the accident the surface wind was from a westerly direction at moderate strength. The pilot had no previous experience in operating at one-way or relatively high altitude landing strips but it is probable that VH-TPT could have been safely landed at this strip in the conditions which existed.

7. OPINION AS TO CAUSE

The cause of the accident was that the pilot, having misjudged the landing approach, did not initiate a go-around at a sufficiently early time.

Approved for
publication(I.M. Leslie)
Delegate of the Secretary

Date

17.3.1976