



AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

AS/752/1057

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

1. LOCATION OF OCCURRENCE

5 km west of Point Lookout, New South Wales	Height a.m.s.l. 4600 feet	Date 21.11.75	Time (Local) 1805 hours	Zone ESuT
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2. THE AIRCRAFT

Make and Model Cessna 180A	Registration VH-SVD	Certificate of Airworthiness Valid from 7.1.74
Certificate of Registration issued to D. W. ANSTIS 630 King Georges Road, Penshurst, New South Wales	Operator D. W. ANSTIS 630 King Georges Road, Penshurst, New South Wales	Degree of damage to aircraft Destroyed
		Other property damaged Nil
Defects discovered Nil		

3. THE FLIGHT

Last or intended departure point Armidale	Time of departure 1729 hours	Next point of intended landing Point Lookout	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
David Whatman ANSTIS	Pilot	56	Private	195	370	Serious

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Marion ANSTIS	Passenger	Serious	Harald Frederick Wilhelm EHMANN	Passenger	Serious

6. RELEVANT EVENTS

The airstrip on which the pilot had arranged to land was located on a private country property. It was orientated 069/249° and was approximately 480 metres in length with an average upslope of 1.6% to the east. Landings were required to be made to the east and take-offs to the west because of steeply rising timbered terrain immediately to the east. It met the standards for agricultural operations but did not meet the standards specified for other types of operation. The pilot had landed at this airstrip on several previous occasions.

After arriving over the property the pilot overflew the homestead and then proceeded to the airstrip where he noticed some cattle in the vicinity, and a motor vehicle awaiting his arrival. The surface wind was a light westerly. An approach to land into the east was commenced but abandoned at an early stage when the pilot noticed cattle approaching the airstrip from the southern side. Whilst circling overhead he observed the motor vehicle clearing the cattle away from the airstrip. He then made another landing approach into the east with the flaps in the fully extended position. As the aircraft neared touchdown the pilot observed cattle approaching the airstrip from the north and he again decided to abandon the approach. Full engine power was selected and, as the aircraft climbed away, the pilot commenced a gradual turn to the left. However, the aircraft did not outclimb the rising terrain and it struck trees on a ridge line approximately 55 feet above the level of, and 340 metres beyond, the eastern end of the airstrip. It then crashed to the ground in a steep nose down attitude.

Examination of the aircraft wreckage revealed that the flaps were in the fully extended position. Performance data in respect of the aircraft type indicates that, had the flaps of VH-SVD been retracted at an early stage of the abandoned approach, it would have been possible for the aircraft to have outclimbed the terrain into which it crashed.

OPINION AS TO CAUSE

The cause of the accident was that the pilot, in making an abandoned approach from an unsuitable airstrip, did not operate the aircraft in a configuration which would have enabled an adequate climb gradient performance to be achieved.

Approved for
publication(R. H. Watts)
Delegate of the Secretary

Date 28.9.77