



AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/752/1064

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

1. LOCATION OF OCCURRENCE

1 kilometre south of Armatree, N.S.W.	Height a.m.s.l. 950	Date 12.12.75	Time (Local) 0705	Zone ESuT
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2. THE AIRCRAFT

Make and Model Cessna 182	Registration VH-AEL	Certificate of Airworthiness Valid from 30.4.71
Certificate of Registration issued to M.J. Kuerschner 'Timberoo' Mendooran, NSW 2819	Operator M.J. Kuerschner 'Timberoo' Mendooran, NSW 2819	Degree of damage to aircraft Destroyed Other property damaged Section of fence
Defects discovered Nil		

3. THE FLIGHT

Last or intended departure point Coonabarabran	Time of departure 0638 ESuT	Next point of intended landing Armatree	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
Francis Edward MASKILL	Pilot	42	Private	320	498	Minor

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Malcolm John KUERSCHNER	Passenger	Minor	John A. ROACH C.J. MATTHEWS	Passenger Passenger	Serious Serious

6. RELEVANT EVENTS

The airstrip that the pilot proposed to use at Armatree was in use for agricultural operations, but is not an authorised landing area. It does not meet the specified requirements for private operations and was not equipped with a suitable means of determining wind speed and direction. It is approximately 500 metres long being an extension of a dirt road, and because of obstruction is suitable for one-way operations only, with landings to be made to the south-east.

As the distance between the departure point and the destination is less than 50 nautical miles the pilot did not submit a flight plan but operated NOSAR.

On arriving overhead the strip, the pilot observed a moving vehicle on the dirt road, and from the rising dust estimated the surface wind velocity as 10-12 knots from the west/south west.

A left hand circuit was made to position the aircraft to land to the south east. During the turn on to base leg, twenty degrees of flap was lowered, and the stall warning device sounded briefly. The pilot has estimated that the indicated airspeed at the time that the turn was made was 55 to 60 knots, but fluctuating over a ten knot range.

On base leg power was increased to counteract a tendency to sink, and again the stall warning sounded. As the aircraft turned onto final approach at about 500 feet above ground level, further sink occurred and the pilot selected flaps to 30 degrees and applied more power. The sink was arrested and the approach continued with left rudder and right bank applied to offset drift.

At about 100 to 150 feet above ground level severe sink was experienced and the nose of the aircraft veered to the right. The pilot applied full power and 'nose-up' elevator control, however the aircraft struck the ground and a steel posted fence simultaneously in a slightly right wing down attitude almost 300 metres short of the strip threshold. The pilots immediate post accident assessment of the wind at the time was that it was variable in velocity and gusting and that it was blowing from the west or north west. Other witnesses have confirmed that it was variable in strength and gusting and the opinions with regard the direction of origin vary from north west through an arc to north east.

7. OPINION AS TO CAUSE

The cause of the accident was that the pilot did not maintain an adequate margin of airspeed in the conditions that prevailed.

Approved for publication	Delegate of the Secretary	Date
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