

1. LOCATION OF OCCURRENCE

14 N.M. South-East of Carnarvon, Western Australia	Height a.m.s.l. (ft) 20 feet	Date 2.12.71	Time (Local) 0710	Zone WST
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2. THE AIRCRAFT

Make and Model Cessna 172H	Registration VH-DPH	Certificate of Airworthiness	Valid from 3.1.68	Valid to 2.1.77
Registered Owner Airmuster Pty. Ltd., Yinnletharra Station, Carnarvon, Western Australia.	Operator Airmuster Pty. Ltd., Yinnletharra Station, Carnarvon, Western Australia.	Degree of damage to aircraft Destroyed		
Defects discovered		Other property damaged Nil.		

3. THE FLIGHT

Last or intended departure point Brickhouse Station	Time of departure 0535	Next point of intended landing Brickhouse Station	Purpose of flight Cattle Mustering	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 Sinclair BURT	Pilot	53	Private	718	2,094	Fatal
Ian George BODDINGTON	Pilot	20	Private	74	119	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 aircraft departed Brickhouse Station airstrip 8 miles north-east of Carnarvon to rendezvous with five stockmen in vehicles at a well on the property. Burt, who was an experienced aerial mustering pilot, occupied the right seat and Boddington, whose flying experience was limited and who was not qualified to perform aerial mustering, occupied the left seat. It is not known which pilot was in command but it is probable that Boddington was manipulating the controls. After air-to-ground radio communication was established, the mustering operation commenced with the ground party making its way south-west through the scrub and the aircraft flying low overhead and diving to indicate any cattle sighted.

After about an hour, during which the operation proceeded without incident, one of the stockmen noticed the aircraft approach his position in a shallow dive from the north. When it was overhead, the aircraft turned towards the south-east. The stockman took this to indicate that he was positioned correctly. A few seconds later his attention was again drawn to the aircraft by a change in the sound of the engine. He looked to the east and saw the aircraft about $\frac{1}{4}$ mile away in a steep dive only 50 feet above the ground.

The aircraft did not recover from the dive and subsequent examination of the wreckage showed that the angle at impact had been almost vertical.

7. OPINION AS TO CAUSE

It has not been possible to determine the cause of the accident from the available evidence but a likely explanation is that the pilot lost control of the aircraft while manoeuvring at low level.

Report released <i>D.S. Graham</i> (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 27.4.72
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