



**AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT**

Reference No.  
AS/743/1052

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

**1. LOCATION OF OCCURRENCE**

Mountain View, 18.5 kilometres south of Warragul, Victoria	Height a.m.s.l. 1100 feet	Date 11.10.74	Time (Local) 1145 hours	Zone EST
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**2. THE AIRCRAFT**

Make and Model Cessna 182J	Registration VH-MJH	Certificate of Airworthiness Valid from 22.7.74
Certificate of Registration issued to Convere Pty. Ltd., 18-20 Little Collins Street, Melbourne, Victoria.	Operator Department of Transport, 108 Lonsdale Street, Melbourne, Victoria.	Degree of damage to aircraft Destroyed
Defects discovered  Nil		Other property damaged Nil

**3. THE FLIGHT**

Last or intended departure point Longwarry	Time of departure 1130 hours	Next point of intended landing Mountain View	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
William Allen GILL	Pilot	48	Commercial	21	5315	Serious

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Allan Thomas CONDON	Passenger	Minor			

**6. RELEVANT EVENTS**

The unmarked area being used as an agricultural airstrip was situated on a narrow ridge aligned north/south. There was high ground to the north and wide deep valleys in all other directions and it was necessary for landings to be made to the north and take-offs to the south. The strip was 365 metres long and it curved 15 degrees to the left at a point 243 metres from the southern end. It sloped down at 2.75 degrees for the first 152 metres and then rose at a 4 degree angle to the landing area which was near level. The central section was about 11 metres wide and the surface of short grass and bare earth was smooth. Outside this section the surface was covered with grass up to 23 centimetres in length and the terrain fell away steeply to the adjacent valleys.

Mr. Gill, Examiner of Airmen employed by the Department of Transport, was to carry out a periodical flight test with a rated agricultural pilot who was operating a Piper PA25 aircraft at Mountain View. Mr. Condon, an Airways Surveyor employed by the Department, accompanied Mr. Gill in the course of carrying out agricultural operational surveillance duties. Upon arrival in the area, Mr. Gill observed the PA25 aircraft land on the central section of the strip and follow a curved landing path. The wind was from the north-west at 10 knots gusting to about 15 knots. Mr. Gill made an aerial inspection of the strip and then approached for landing with full flap extended. The aircraft touched down at about the point where the longitudinal slope changed and in the long grass to the right of the central section. The aircraft ran parallel to the southern portion of the strip and the pilot attempted to steer it left into alignment with the northern section. Although the heading of the aircraft was changed to the left, the wheels skidded on the surface, the path of the aircraft did not change and it failed to follow the curve of the strip. As the aircraft approached a gully where the ground fell away steeply, the pilot applied full engine power in an attempt to "go around". The aircraft became airborne at low speed as the ground fell away but it then descended, struck the steeply sloping ground and overturned. It came to rest at a level about 100 feet below that of the northern end of the strip.

**7. OPINION AS TO CAUSE**

The cause of the accident was that the pilot attempted to land the aircraft on an area that was unsuitable for the purpose.

Approved for publication

(I. M. Leslie)  
Delegate of the Secretary

Date  
30.12.1975

## DEFINITIONS

**ACCIDENT -** An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all those persons have disembarked and in which

- (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached to the aircraft; or
- (b) the aircraft suffers substantial damage.

**FATAL INJURY -** Any injury which results in death within 30 days.

**SERIOUS INJURY -** Any injury other than a fatal injury which

- (a) requires hospitalisation for more than 48 hours, commencing within seven days from the date the injury was received; or
- (b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- (c) involves lacerations which cause severe haemorrhages, nerve, muscle or tendon damage; or
- (d) involves injury to any internal organ; or
- (e) involves second or third degree burns, or any burns affecting more than five percent of the body surface.

**MINOR INJURY -** Any injury other than as defined under "Fatal Injury" or "Serious Injury".

**DESTROYED -** Consumed by fire, demolished or damaged beyond repair.

**SUBSTANTIAL DAMAGE -** Damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component. The following types of damage are specifically excluded: engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, taxi-ing damage to propeller blades, damage to tyres, engine accessories, brakes, or wingtips.

**MINOR DAMAGE -** Damage other than as defined under "Destroyed" or "Substantial Damage".