	D	CA CRASH	REPO	RTS 1956 TO 1968.	/ Toyt In R	lue Indica	tes Imported	Data		
REG.	TYPE	MODEL	DATE	LOCATION.	NEAREST TOWN		FLT.TYPE	DETAILS OF ACCIDENT	Damage	Remarks
MMC	[Avro]	Anson	06.01.56.	Near	Nerrima Nerrima	WA	AWK	When on final approach for landing both engines failed due to fuel starvation which resulted from mismanagement by the pilot.	Jamage	nemaras
+	Auster	J.58	06.01.56.	Mt.Gambier [aerodrome]		SA	PVT	The aircraft forced landed short of the strip, the port wing striking a tree. When nearing the end of the landing roll the aircraft entered an unserviceable area and overturned. The area was not adequately marked	Subst.	
UUS	[DeHavilland]	DH-83	11.01.56.	Near	Taroom	QLD	Ag/Day	and the pilot was unaware of its existence. Soon after take-off in hot sultry conditions and high winds, the aircraft lost height and struck the ground.	Subst.	
DDT	[DeHavilland]	DH-82	11.01.56.		Longreach	QLD	Trng.	The cause of the accident was lack of experience on the part of the pilot on aircraft type and prevailing conditions. During an attempted go-around following an overshoot the aircraft struck the ground and nosed over. Due to inexperience the pilot	Subst.	
BZA	[Douglas]	DC3	12.01.56.	Frederick Henry Bay	off Hobart	TAS	CHTR./NITE	misjudged the height above the ground during the go-around. After completing an instrument approach through low cloud to Hobart Airport, the aircraft struck the water in the normal flying attitude.	Subst.	Capt: Peter KEMP. OK
	(===8-=)	[DC-3C]		, , , , , , , , , , , , , , , , , , , ,			[Freight?]	The probable cause was that the pilot relied on inadequate external references for determining altitude and paid insufficient attention to the instruments.	Dest	F/O: Alan JAY. Killed.
KBD	Auster	J.5 J.18	15.01.56. 15.01.56.	Bankstown [aerodrome] Goulburn [aerodrome]		NSW NSW	PVT/Day. Trng.	Whilst climbing out on a missed approach, the aircraft struck trees and crashed due to the pilots selection of an obstructed flight path. During recovery from a poor landing the propeller struck the ground resulting from the pilots misuse of the controls.	Subst.	
BKF	[DeHavilland]	DH-82	17.01.56.	Near	Walcha	NSW	Ag/Day	The aircraft stalled and crashed from a height of 50 feet whilst manoeuvring for spraying run. The accident resulted from the failure of the		
RVP	[DeHavilland]	DH-82	22.01.56.	Near	Beaufort	VIC	Trng.	failure of the pilot to maintain adequate height above the terrain in turbulent conditions. In effecting a recovery from a gliding turn, executed during flying practice, the aircraft developed a spin and struck the ground. The pilot	Dest.	SOR. 25.01.56.
AIQ	C.A.C.	Wackett	03.02.56.	Near	Tenterfield	NSW	PVT	did not take proper corrective action possibly because of his failure to recognise the spin. The pilot, who was not instrument rated, lost control when flying in mountainous terrain under prohibitive weather conditions for visual	Dest.	Possibly BOG/RVK or RVP. Pillot: Phillip A. Gibson. Pax Allan L. Gibson and Kenneth W. Slogrove.
MMG	[Avro]	Anson	04.02.56.	[Sandy Hills = G.G.] Hawkestone Peak	Derby	WA	AWK/NITE	flight. The aircraft was on an urgent medical flight and crashed after encountering a thunderstorm of such severity that control could not be	Dest.	Pilot: Peter van Emmerick
								maintained. A contributing factor was the error of judgement on the part of the pilot in attempting the flight under the existing weather conditions.	Dest.	
ICA	[Avro]	Anson	04.02.56.	Near	Wanaaring	NSW	CHTR.	The aircraft developed a swing on landing causing the undercarriage legs to break off. The swing probably resulted from the failure of the starboard tyre.	Subst.	
DDA	[DeHavilland]	DH-82	16.02.56.	Near	Toodyay	WA	Ag/Day	During the takeoff the pilot lost directional control when superphosphate blew into his eyes. In an endeavour to avoid an obstruction the pilot deliberately ground looped the aircraft and it overturned.	Subst.	
AFJ	[DeHavilland]	DH-82	21.02.56.	Strzelecki Ranges (AHSA)	near Warragul	VIC	Ag/Day	The aircraft struck a hillside whilst the pilot was attempting to manoeuvre over rugged terrain and in a confined space.	Dest.	Possibly SSD/SSR also SOR 21.02.56.
BP_?	Auster	1.5	28.02.56. 01.03.56.	Moothandilla Station Near	Forsayth	QLD QLD	N/K AWK.	Struck a hidden object in grass on take-off. Left main gear partly dislodged. Proceded to Longreach and made an amergency landing. The aircraft overturned after landing in an area of long grass. The pilot's selection of an unsuitable landing area was the cause of the	Subst.	Capt: Jesse LUXTON. Somerset Airways. Was Moothandilla for Windorah. POB.2
								accident.	Subst.	
-	Fairchild [DeHavilland]	24 DH-82	01.03.56. 04.03.56.	Gunnedah [aerodrome] Near	Gunnedah Walcha	NSW NSW	CHTR. PVT	Nearing completion of the landing run the aircraft entered a washaway not seen by the pilot. Accident resulted from lack of care. Whilst engaged in unauthorised low flying the aircraft entered a valley and was unable to outclimb rising terrain.	Subst. Subst.	VH-AKZ OR VH-AVN (G.G. INFO)
	[DeHavilland]	DH-82	05.03.56.	Parafield [aerodrome]		SA	Trng.	Whilst taxying to the hangar after landing a thunderstorm wind squals struck and overturned the aircraft. The instructor displayed an error of judgement in his assessment of the proximity of the wind change.	Subst	
+	Auster	J.5	05.03.56.	Milmerran		NSW	CHTR	The aircraft struck trees at the end of the takeoff run. The cause of the accident was use of an excessive amount of flap which resulted in	Subst. Subst.	
	[DeHavilland]	DH-82	07.03.56.	Mardan		VIC	Ag/Day	in the performance of the aircraft being below that required to clear the trees. On landing the aircraft overshot and, whilst executing a baulked approach, struck an obstruction and nosed over. Having misjudged the	Subst.	
AGP	C.A.C.	Wackett	09.03.56.	Morwell [aerodrome]		VIC	PVT/Day	approach, the pilot delayed the overshoot procedure beyond the stage where the aircraft could outclimb obstructions. When performing an unauthorised landing in poor visibility and with no flare path, the pilot misjudjed the approach and the aircraft	Subst.	Pilot: B.D. LANGDON
-	[DeHavilland]	DH-82	10.03.56.	Near	Foster	VIC	Ag/Day	overran the landing area and collided with the boundary fence. The pilot landed short of the strip on unsuitable terrain. Damage to the undercarriage caused the aircraft to overturn.	Subst.	
-	[DeHavilland]	DH-82	17.03.56.	Townsville [aerodrome]		QLD	Trng/Solo	The accident was due to a lack of care. The aircraft swung during the landing roll and nosed over when the port wheel struck a concrete drain. Astrobuted to loss of control due to lack of experience.		
AMR	[DeHavilland]	DH-82	18.03.56.	West Swan		WA	PVT/Day	Attributed to loss of control due to lack of experience. The aircraft dived into the ground when the pilot delayed recovery from a controlled spin until it was too low for recovery to be completed.	Dest.	
Airiit	Auster	J.1B	23.03.56.	Brewarrina [aerodrome]		NSW	CHTR/Day	The aircraft flew into the ground during a circuit of the landing area. Pilot fatigue a possible factor. Cause undetermined.	Subst.	
-	[DeHavilland]	DH-82 DH-82	20.03.56. 28.03.56.	Near Near	Milmerran Myponga	QLD SA	Ag/Day Ag/Day	The aircraft struck a fence on take-off from a sub-standard field in which the pilot had landed when unable to locate his destination. During spraying operations the aircraft forced landed when a downdraught was encountered which precluded the aircraft from outclimbing	Subst. Subst.	
								the rising terrain. The undercarriage collapsed on contact with rough ground.		
	[DeHavilland]	DH-82	29.03.56.	Near	Walcha	NSW	Ag/Day	Immediately after take-off the over-loaded aircraft encountered turbulence and failed to climb. During the forced landing, the aircraft stalled, crashed and overturned. Considered an error of judjement.	Subst.	
	[DeHavilland]	DH-82	01.04.56.	Near	Liverpool	NSW	Trng./Day (Dual)	On practice forced landing the pupil switched the engine off at low altitude. During the recovery by the instructor , the aircraft stalled onto the ground and overturned. The cause of the accident was inadequate supervision and instruction by the flight instructor.	Subst.	
BSY	Auster	DH-82 J.5B	02.04.56. 02.04.56.	Near Maylands [aerodrome]	Hawker	SA WA	PVT/Day. PVT/Day.	The aircraft struck a ditch and overturned when the engine lost power on take-off due to the failure of several spark plugs. The aircraft went round again after a heavy landing which damaged the undercarriage. On the subsequent landing the undercarriage collapsed.	Subst.	
RAM	[DeHavilland]	DH-82	04.04.56.	Near	McLaren Flat	QLD	Ag/Day	The cause of the accident was poor technique by pilot which resulted in the heavy landing. The aircraft failed to clear a fence on take-off. The cause was not determined. The pilot did not use the maximum tak-off run available and the	Subst.	OWNED/OPERATED BY ROBBYS
BIF	Avro	Anson	05.04.56.	Tapini [airstrip]		PNG	CHTR/Day	take-off was probably less than the minimum prescribed. The undercarriage collapsed when a swing developed on take-off due to poor take-off technique.	Subst.	
	Auster	J.5 DH-82	08.04.56. 08.04.56.	Tambo	Murrurundi	QLD	PVT/Day.	The aircraft nosed over during the landing roll due to harsh use of brakes.	Subst.	
	[DeHavilland]			Near		NSW	Ag/Day	The aircraft crashed into the side of a hill after flying into a valley at a height which did not allow sufficient space to manoeuvre clear of terrain.	Subst.	
	Auster	1.5	10.04.56.	Near	Nyngan	NSW	AWK	At a height of 300 feet during a powered approach the engine stopped without warning and the aircraft forced landed on unsuitable terrain, struck a fence and overturned. The cause of the engine failure could not be determined.	Subst.	
SMS	[Percival] Auster	Proctor Mk.1 J.5	15.04.56. 16.04.56.	Near Bendick Murrell	Killarney Near Young	QLD NSW	PVT	After take-off the aircraft failed to climb above 20 feet and crashed about 125 yards beyond the strip. The cause could not be determined. On the landing approach the aircraft drifted toward obstructions. The landing was abandoned but during the go-around the undercarriage	Subst.	DCA report quotes 'Benedick Murrell'
	Auster	22	18.04.56.	Near	Brisbane	QLD	PVT	struck a fence and the aircraft overturned. The aircraft lost its propeller after striking telephone wires whilst low flying in an unauthorised area.	Subst.	
ACS	[DeHavilland]	DH-94	21.04.56.	Weawera Homestead*	Olary nr. Broken Hill	SA	PVT	The aircraft struck a fence post while taxying due to carelessness on behalf of the pilot when taxying in close proximity to obstructions.	Subst.	DCA REPORT STATES "WEAWIRA" G.G. has "WIAWERA" [actual Wiawera Station]
BQJ?	Cessna [DeHavilland]	180 DH-60	20.04.56. 26.04.56.	Near Near Wonthaggi	Orange Almurta	NSW VIC	CHTR/Day PVT	The aircraft ran into a soft surface on landing roll and overturned. The pilot did not examine the field adequately before landing. During a forced landing due to conditions of poor visibility, the aircraft collided with high-tension wires.	Subst.	
	[DeHavilland]	DH-82	26.04.56.	Near	Hamilton	VIC	Ag/Day	The aircraft struck a fence while taxying in unfavourable conditions. The accident was due to negligence on the part of the pilot in not obtaining wing-tip clearance.	Subst.	
	Auster	J.58	27.04.56.	near Brewarrina [aerodrome]		NSW	AWK	The aircraft squashed heavily onto the ground after stalling from a height of about 70 feet whilst on final approach. Due to the failure of the pilot to maintain correct airspeed.	Subst.	
	Glider	777	27.04.56.	Near	Gunnedah	NSW	PVT	The aircraft crashed following a series of apparently uncontrolled stalls and dives. The pilot was deprived of elevator control due to a jammed elevator bell crank.	Dest.	Pilot - Fatal
	Auster	J.SF	12.05.56.	near Broken Hill	Mooleulooloo	SA	PVT	servator user Lariac. Whilst engaged in unauthorised low flying the undercarriage and propeller struck the ground. The aircraft forced landed without further damage. The accident was caused by gross carelessness in handling the aircraft.	Subst.	
SM_?	Lockheed.	Hudson	23.05.56.	Mascot [aerodrome]		NSW	RPT	pasmage. The accident was caused by gross carelessness in nanoning tine aircraft. The aircraft was substantially damaged after the port tyre blew out following a heavy landing by the First officer. The accident was caused by a slow reaction on the part of the Capitain.		
\Box	[DeHavilland]	DH-82	24.05.56.	Near	Wellington	NSW	Trng/Solo	a slow reaction on the part of the Captain. On landing the starboard wing struck the ground and the aircraft cartwheeled and overturned. Tha accident was caused by misuse of the controls due to inexperience.	Subst.	
\Box	[DeHavilland]	DH-82	24.05.56.	Near	Stawell	VIC	Ag/Day	During take-off from a waterlogged field, the aircraft collided with a fence at the end of the strip. The pilot failed to inspect the proposed	Subst.	
\vdash	[DeHavilland]	DH-82	25.05.56.	Bathurst [aerodrome]		NSW	PVT	take-off area. An aircraft without a person in the cockpit jumped the chocks after starting, became airborne and crashed on the tarmac. The accident was	Subst.	
BLM	Norseman	[UC-64A]	25.05.56.	Wewak		PNG	CHTR	caused by misuse of the engine controls in that the pilot failed to ensure the switches were off when pulling the engine through. During the landing roll the aircraft ground looped, causing the starboard wing to strike the ground. Slow reaction on the part of the pilot.	Subst.	
EBF	[Douglas]	DC-3	28.05.56.	Mascot [aerodrome]		NSW	Trng/Dual	On landing the aircraft skidded along the runway, nosed over then settled back onto wheels. Probable cause was that main wheels were not free to rotate due to brakes being applied. The cause of the brakes being "on" was not determined.	Subst.	Crash date also recorded as 28 JUNE 1956. Pilot: Training Captain N.J. Schlink. Trainee Pilot: W. Robbie.
KAU *	Auster	J.1B	30.05.56.	Utopia Station	near Alice Springs	NT	CHTR	There in to trate one to shake seeing applied. The clause of one or makes being our was not determined. Shortly after take-off the upper control cable of the elevator trim failed causing violent elevator flutter. In the resultant forced landing the aircraft strucks a tree during the landing run.	Subst.	* Reg. extracted from ASN database.
RVA?	[DeHavilland]	DH-82	02.06.56.	Yarram [aerodrome]		VIC	Trng/Solo	aurcrast strucks a tree ouring the aircraft moved forward and struck a shed. The student pilot seated in the rear cockpit failed to close the throttle and cut the switches.	Subst.	
UYK	[DeHavilland]	DH-82	07.06.56.	Near	Buchan	VIC	Ag/Day	The aircraft crashed after the pilot entered an unauthorised spin from which he was unable to recover due to the handling characteristics of	Subst.	
ALW	[DeHavilland]	DH-82	19.06.56.	Near	Wollum [Hill?]	NSW	Ag/Day	the aircraft having been altered as a result of structural modification The aircraft crashed while "beating up" after agricultural operations. The accident was due to carelessness on the part of the pilot whilst	Dest.	Pilot: A.F.Carlson
ww_?	Bell	47D1	20.06.56.	Ramu River Mission		PNG	AWK	executing a steep turn at low height above the terrain. Pilot killed. The helicopter began to lose height after a normal take-off,struck the water and turned over. Tha accident was due to the failure of the shear	Subst.	
BVW	Percival	Proctor	24.06.56.	Delissaville [Mission]		NT	PVT	bolts in the main rotor causing loss of revolutions. The aircraft struck a tree whilst the pilot engaged in unauthorised low flying. The probable cause was that the pilot misjudged his proximity	Dest.	
\vdash	[DeHavilland]	DH-82	27.06.56.	Near	Dumbalk	VIC	PVT	to the tree. The aircraft overturned during an attempted take-off from a narrow sloping strip in cross-wind conditions. The accident was caused by an error	Subst.	
ВДН	[DeHavilland]	DH-84	01.07.56.	Brewarrina [aerodrome]		NSW	AWK/Day	Or judgement in operating the aircraft in unsuitable conditions. The aircraft became airborne in a semi-stalled condition after an abnormally long run then stalled and crashed from a height of 75 feet.	Dest	
Det 1	(Deriumund)	51104	02.07.50.	cwarring (acroaronie)			ATTIQUEY	The ant at textual and don't at a Service state to consider a service state of the service st		

								-		
1	[DeHavilland]	DH-82	13.07.56.	Near	Walcha	NSW	Ag/Day	The aircraft struck a fence shortly after take-off while being operated under conditions of excessive load,unsuitable take-off area and adverse wind. Error of judgement.	Subst.	
	[DeHavilland]	DH-82	14.07.56.	Near	Dalby	QLD	Ag/Day	The aircraft ran through a fence when started without chocks or a person in the cockpit. Due to carelessness on the part of the pilot.	Subst.	
PCL	[DeHavilland]	DH-82	20.07.56.	Near	Boorowa	NSW	Ag/Day	The aircraft was engaged on an aerial agriculture flight when it struck high tension wires and crashed. The picot forgot the presence of the	Subst.	
	[Auro]	Anson	24.07.56.	Moorabbin aerodrome		VIC	CHTR/Day	wires. During the circuit for landing, the pilot was unable to extend or raise the undercarriage beyond half way. On landing the undercarriage	Subst	
	(AVIO)	Alloui		moorabbiii acrodronic		***	Cility Day	Collapsed. This accident was caused by the seizure of the undercarriage winding gear shaft. During a low level precautionary run over the proposed landing area the aircraft squashed onto the ground due to the failure of the pilot to	Juba.	
	[DeHavilland]	DH-82	25.07.56.	Near	Gelantipy	VIC	PVT	During a low level precautionary run over the proposed landing area the aircraft squashed onto the ground due to the failure of the pilot to	Subst.	
-	[Dattavilland]	DH-84	26.07.56.	Faita aerodrome		PNG	CHTR	maintain airspeed. Caused by poor technique. On landing the pilot over-corrected a swing . The aircraft ran off the strip and nosed over. Slow reaction by the pilot due to inexperience.	Subst.	
BQD	Cessna	180	07.08.56.	Beemery [Station]	Near Bourke	NSW	AWK/Day	Off shall give a low altitude in near saving. The anti-near ratio of the strip and the	Subst.	Pilot: Jim HAZELTON. Pax. Geoff BOWDEN owner of Beemery station.
				[near Beemery Island]				that in adopting such a configuration at a low altitude the pilot was unable to avoid obstructions.		Aircraft was on fodder dropping operations during massive flooding in NSW.
AFH	[DeHavilland] Bell	DH-84 47D1	31.08.56 31.08.56.	Sleisbeck Field Aworra		PNG PNG	PVT AWK	The aircraft swung on take-off and entered a ditch. Loss of control due to inexperience. During the take-off from a clearing, the helicopter collided with trees and settled to the ground. The pilot misjudged the distance from the trees.	Subst. Subst.	
WW_r	[DeHavilland]	DH-82	01.09.56.	Near	Mulgowie.	QLD	AWK Ag/Day	puring the take-oil from a clearing, the newcoper and the control from the	Subst.	
	(-			to clear the wires. A probable contributing factor was glare from the rising sun.		
RAO	[DeHavilland]	DH-82	04.09.56.	Near	Swan Reach	SA	PVT	The aircraft nosed over following a forced landing after take-off due to engine failure. Cause of failure undetermined.	Subst.	
ARH	C.A.C.	DH-82 Wackett	18.09.56. 21.09.56.	Bankstown Aerodrome		NSW	PVT AWK	The aircraft struck a petrol' waggon' on the tarmac due to carelessness on part of the pilot while taxying. The aircraft crashed on the aerodrome from a height of approx. 150'. The probable cause was that the pilot lost control following an engine	Subst.	Dilat- Saluan MATHIAS and nav hadly injured
Auu	CA.C.	[CA-6]	22.05.50.	Danistown Actouronic		11311		failure on take-off. The cause of the failure was undetermined.	Juba.	That Sally in Herring and particular injures.
	[DeHavilland]	DH-82	01.10.56.	Near	Redhill	SA	Ag/Day	During spraying operations the aircraft overturned after the undercarriage struck the crop. Error of judgement on the part of the pilot.	Subst.	
BNW	[DeHavilland]	DH-82	03.10.56.	Near	Walkaway	WA	Ag/Day	The aircraft ground looped and nosed-up during the landing run in unsuitable terrain. Insufficient care on the part of the pilot.	Subst.	
GSA	Norseman		04.10.56.	Mt. Hagen strip		PNG	CHTR/Day	Whilst carrying out a forced landing following an engine failure in flight, the pilot misjudged the approach and touched down short of the strip The aircraft overturned and was extensively damaged. The probable cause of the engine failure was fuel exhaustion.	Subst.	
RAC	Avro	643	05.10.56.	Near	Mataranka	NT	PVT	Following an engine failure in flight, the aircraft forced landed on unsuitable terrain. The cause of the engine failure was not determined.	Subst.	G.Goodall states: "Aircraft on ferry from Adelaide to Darwin for new owner Moffatt.
	Auster	??	10.10.56.	Near	Barringun	NSW	CHTR/Day	The pilot encountered severe thunderstorms and elected to land on the first reasonable area. During the landing the port undercarriage collapsed and the subsequent swing resulted in the aircraft striking a tree. The cause of the accident was good airmanship in delaying the	Subst.	
								conspace and the subsequent swing resulted in the aircraft striking a tree. The cause of the accident was poor airmanship in delaying the forced landing until a stage where conditions virtually precluded a safe landing.		
	Auster	V	12.10.56.	Lynrae Station	Near ???	NSW	PVT	Whilst making a low level inspection of a possible landing site the pilot allowed the aircraft to stall. The aircraft struck the ground in a nose	Subst.	
		DH-82			_			down attitude and turned over. Poor technique on the part of the pilot.	1	
-	Norseman Norseman	DH-82	13.10.56 29.10.56.	Near Rogers Airstrip	Rupanyup	VIC PNG	Ag/Day CHTR/Day	During spraying operations the aircraft overturned when the undercarriage entered the crop. Error of judgement on the part of the pilot, Following a loss of engine power in flight due exhaust rocker failure, the aircraft was forced landed on an abandoned airstrip. The pilot	Subst.	
	,						. , , ,	applied severe braking and the aircraft overturned.		
WW_?	Bell	47D1	29.10.56.	Upper Aworra River		PNG	AWK/Day	Ouring a practice autorotation descent the pilot flared too low and too abruptly. The tail rotor hit obstructions and the aircraft overturned. Poor pilot technique.	Subst.	
AFU	[DeHavilland]	DH-94	05.11.56.	Mount Macedon	Near Woodend	VIC	PVT/Day	The aircraft crashed on a thickly timbered ridge during an attempt to turn back after entering cloud. The probable cause was an error of	Dest.	Pilot and Pax - Fatal.
	,							judgement on the part of the pilot in failing to abandon the flight before being committed to instrument flight for which he was not competent.		
	[DeHavilland]	DH-82	07.11.56.	Cowwarr	Near Maffra	VIC	Ag/Day	Whilst crop spraying at low level the pilot experienced engine failure o undetermined origin and during the forced landing the aircraft struck	Subst.	
\vdash	[DeHavilland]	DH-82	10.11.56.	Cambridge aerodrome	1	TAS	Trng/Solo.	fence posts. When taxying on the tarmac in gusty conditions and close to obstructions the aircraft swung and struck a vehicle, Carelessness on the part of the	Subst.	
	,			=	<u> </u>			pilot in failing to retain wing-tip assistance until well clear of obstructions.		
RCW	[DeHavilland]	1T	13.11.56.	Maylands aerodrome		WA	Trng/Dual	During a practice forced landing the aircraft stalled whilst executing a side-slipping turn onto approach entered a spin, struck trees during the recovery. The instructor did not exercise a degree of supervision which could have enabled him to warn the pupil or take control in time to	Dest.	Pilot - Minor Student - Serious
		1			1	1	l	recovery. The instructor did not exercise a degree of supervision which could have enabled him to warn the pupil or take control in time to orevent the soin.	1	Student - Seriods.
CSE	Cessna	170	14.11.56.	Near Madang	[Jimi Gap]	PNG	CHTR/Day	The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine.	Subst.	Pilt: Keith MULLAN. Ops. By Crowley Airways. [recovered some years later]
CAS	Cessna	170A	16.11.56.	3 k/m. E Kanosia		PNG	N/K	Engine failure in cruise, forced landed in kunai grass. Later recovered.	Subst.	Pilot: Bob GREEN.
	[DeHavilland]	DH-82	26.11.56.	Near Yass		NSW	Ag/Day	The aircraft struck a tree whilst carrying out an emergency landing following engine failure at the completion of an aerial agricultural run. The cause of the sudden loss of power was the failure of an exhaust valve stem.	Subst.	
RV ?	[DeHavilland]	DH-82	29.11.56.	Burwood	Near Moorabbin	VIC	PVT/Day	The access to the solution roots to power was the nature or an extraors wave seen. The aircraft struck a fence during take-off. The accuse was that the pilot selected a landing path out of wind and then could not maintain	Subst.	
								directional control		
DDV	[DeHavilland]	DH-82	03.12.56.	Toowoomba aerodrome		QLD	N/K	The DH-82 struck and slightly damaged Miles M.28 Mercury, VH-AKC while taxying at Toowoomba.	1	
EAN EB ?	Lockheed. Douglas.	1049 DC-4	07.12.56.	Norfolk Island		NSW	N/K RPT	Load shift while unloading spares for stranded KLM Constellation. Tipped onto tail and damaged rudders. The aircraft sustained extensive damage to the centre section when the undercarriage struck an earthen bank short of the runway threshold	Subst.	
LU	Douglas.	50.4	03.11.30.	NOTOK ISBNO		11311		as a result of a misjudged approach.	Juba.	
ALT	[DeHavilland]	DH-82	11.12.56.	Near Wyrallah	Lismore	NSW	Trng/Solo	After the aircraft entered a deliberate spin at 5,000 feet, the pilot was unable to effect a recovery and the aircraft crashed. The probable cause	Subst.	Pilot - Minor Injuries !!
	Auster	1.5	12.12.56.	Tolarno Station	Near Broken Hill	NSW	PVT/Day	of the accident was that the pilot employed an incorrect flight control movement when attempting to recover from the spin. When making a precautionary approach for landing, the aircraft stalled and struck a stump short of the strip damaging the undercarriage.	Subst.	
	Austei	2.3	12.12.30.		iveal blokeli rilli	NSW	FV1/Day	The cause of the accident was slow reaction on the part of the pilot.	Subst.	
	Avro.			Near Yea	Near Broadford	VIC	Ag/Day	During take-off from a sub-standard strip in cross-wind conditions, the pilot allowed the aircraft to drift immediately after becoming airborne	Subst.	
1		643	15.12.56.							
NCI.		Cadet*		Deigntone (etc.) #		AICIAI	DL/T/Day	and the undercarriage leg struck a stump. The undercarriage collapsed on the subsequent landing. Poor cross-wind technique by pilot.	Doct	Dias Fasal
KSL	Auster		15.12.56. 20.12.56.	Brigalows (sic) *	Near Kingston	NSW	PVT/Day	and the undercarriage leg struck a stump. The undercarriage collapsed on the subsequent landing. Poor cross-wind technique by pilot. Soon after take-off the aircraft was seen to turn about and fly a descending path until it struck trees probably in a stalled condition. Evidence indicates a substantial power loss at the point of turn-about but the origin of this power loss was not determined.	Dest.	Pilot - Fatal * ASN Database quotes "Brigalow, Queensland."
RVA?		Cadet*	20.12.56. 23.12.56.	Brigalows (sic) * Moorabbin aerodrome		VIC	Trng/Solo	Soon after take-off the aircraft was seen to turn about and fly a descending path until it struck trees probably in a stalled condition. Svidence indicates a substantial power loss at the point of turn-about but the origin of this power loss was not determined. When at about 50 feet during a gliding approach flying speed was lost, the aircraft stalled crashed and overturned. Poor technique.	Dest. Subst.	* ASN Database quotes "Brigalow, Queensland."
KSL RVA? TV_?		Cadet* J.5 DH-82 Viscount	20.12.56. 23.12.56. 24.12.56.	Moorabbin aerodrome Melbourne [Essendon] Airport		VIC	Trng/Solo RPT/Day	Soon after take-off the aircraft was seen to turn about and by a descending path until it struck trees probably in a stalled condition. Sinderine indicates a substantial power loss at the point of turn-about but the origin of the spower loss was not determined. When at about 50 feet during a gliding approach flying speed was lost, the aircraft stalled crahed and overturned. Poor technique. The Melbourne Apropriots: "TAL Niconard railieres was dismagned after it rain of the runway when a statubourly the bust on take off."	Subst.	Pilot - Fatal * ASN Database quotes "Brigalow, Queensland." On a flight from Melbourne for Canberra and Sydney.
RVA?		Cadet* J.5	20.12.56. 23.12.56.	3		VIC	Trng/Solo	Soon after take-off the aircraft was seen to turn about and fly a descending path until it struck trees probably in a stalled condition. Siderince indicates a wabutantial power loss wit the point of furm about ant the origin of in 190 power loss was not determined. When at about 50 feet during a gliding approach flying speed was lost, the aircraft stalled crashed and overturned. Poor technique. The Melbourne Argan reports: "A TAA Viscount airliner was damaged after it not fif the nurway when a starboard type burst on take-off." During the recovery from the dive following ago, the starboard uniqualnes was bard and seen to break off. If we fing falled because it was	Dest. Subst. Subst. Dest.	* ASN Database quotes "Brigalow, Queensland."
RVA?		J.5 DH-82 Viscount "Kookaburra"	20.12.56. 23.12.56. 24.12.56.	Moorabbin aerodrome Melbourne [Essendon] Airport		VIC	Trng/Solo RPT/Day	Soon after take-off the aircraft was seen to turn about and fly a descending path until it struck trees probably in a stalled condition. Glederice indicates a substantial power loss that the point of furm about but the origin of the spower loss was not determined. When at about 50 feet during a plating approach Typing speed was tool, the aircraft stalled crashed and overturned. Four technique. It is followed to be a speed of the speed of the speed was tool, the aircraft stalled or staked and overturned. Four technique. It is followed to the speed of the	Subst.	* ASN Database quotes "Brigalow, Queensland."
RVA?		Cadet' J.5 DH-82 Viscount "Kookaburra" Glider ??	20.12.56. 23.12.56. 24.12.56. 29.12.56. 30.12.56.	Moorabbin aerodrome Melbourne (Essendon) Airport Near Mildura Yambalia Station		VIC	Trng/Solo RPT/Day Trng/Dual PVT/Day	Soon after take-off the aircraft was seen to turn about and by a descending path until it struck trees probably in a stalled condition. Sinderne indicates a substantial power loss at the point of turn-about but the origin of this power loss was not determined. When at about 50 feet during a gliding approach flying speed was lost, the aircraft stalled crahed and overturned. Poor technique. The Melbourner Approaches "LA TAX Neurons aircrieve sest damaged after Izan off the norway when a statistourid yet bout on take off." During the recovery from the dive following a spin, the statistoard mainsplane was heard and seen to break off. The wing failed because it was subjected to manacover loads in micros of the design limits of the figlion. Following an engine failure immediately after take off the aircraft was forced to land in a small clearing and struck trees during the landing run. The engine failure was due to broken valves sprines.	Subst. Subst. Dest.	* ASN Database quotes "Brigalow, Queensland."
RVA?		J.5 DH-82 Viscount "Kookaburra"	20.12.56. 23.12.56. 24.12.56. 29.12.56.	Moorabbin aerodrome Melbourne [Essendon] Airport		VIC	Trng/Solo RPT/Day Trng/Dual	Soon after take-off the aircraft was seen to turn about and by a descending path until it struck trees probably in a stalled condition. Sinderine indicates a substantial power loss at the point of una-volou but the origin of this power loss was not determined. When at about 50 feet during a gliding approach flying speed was lost, the aircraft stalled crashed and overturned. Poor technique. The Nebbourne Approach "2.1A All counter aircrieve and sampage date it it and the manay when a statistional type bust on take off." During the recovery from the dive following a spin, the statistions of manipulare was heard and seen to break off. The wing failed because it was subjected to manacover loads in mezcas of the design limits of the glidier. Following an engine failure immediately after take off the aircraft was forced to lain in a small clearing and struck trees during the landing run. The eight failure was due to broken valves grings. The aircraft struck a fee hydraut whilst taying when the pupil turned into an unsuitable area unexpectedly giving the instructor no chance to intervene.	Subst.	* ASN Database quotes "Brigalow, Queensland."
RVA?		Cadet' J.5 DH-82 Viscount "Kookaburra" Glider ??	20.12.56. 23.12.56. 24.12.56. 29.12.56. 30.12.56.	Moorabbin aerodrome Melbourne (Essendon) Airport Near Mildura Yambalia Station		VIC	Trng/Solo RPT/Day Trng/Dual PVT/Day	Soon after take-off the aircraft was seen to turn about and by a descending path until it struck trees probably in a stalled condition. When at about 50 feet during a falling approach flying speed was lost, the aircraft stalled crashed and overturned. Poor technique. This belibourner Apropriets "As TAX Viscours aircraft stalled crashed and overturned. Poor technique. This belibourner Apropriets" A TAX Viscours aircraft stalled crashed and overturned. Poor technique. This belibourner Apropriets "As TAX Viscours aircraft sealing segment as a state of "S". During the recovery from the dive following a spor, the stateoard maniplane was brand and seen to break off. The wing failed because it was subjected to manacement beath in excess of the design lambs of the digits. Sollowing an engine failure immediately after take off the aircraft was forced to land in a small clearing and struck tree during the landing run. The aircraft strucks a fire hydrant whists takeying when the pupil streed into an answaltable area unsuepectedity giving the instructor no chance to interven. The aircraft strucks a fire hydrant whists takeying when the pupil streed into an answaltable area unsuepectedity giving the instructor no chance to interven.	Subst. Subst. Dest.	* ASN Database quotes "Brigalow, Queensland."
RVA?		Cadet* J.5 DH-82 Viscount "Kookaburra" Glider ?? DH-82 DH-94	20.12.56. 23.12.56. 24.12.56. 29.12.56. 30.12.56. 30.12.56. 31.12.56.	Moorabbin aerodrome Melbourne (Essendon) Airport Near Mildura Yambalia Station Port Pirie aerodrome Wonnerup	Near Kingston Near 7?7	VIC VIC VIC VIC SA WA	Trng/Solo RPT/Day Trng/Dual PVT/Day Trng/Dual Trng/Dual	Soon after take-off the aircraft was seen to turn about and fly a descending path until it struck trees probably in a stalled condition. Glotherie indicates a subdistantial power loss that the point of turns about and to the origin of the power loss was not determined. When at about 50 feet during a plating approach hipse yeared was lost, the aircraft stalled crashed and overturned. Four technique. The indicates are used as power is a first to provide the power power in the stall of the power in the power in the power in the stall of the power in the powe	Subst. Subst. Dest. Subst. Subst.	* ASN Database quotes "Brigalow, Queensland."
RVA?		Cadet' 1.5 DH-82 Viscount "Kookaburra" Glider ?? DH-82	20.12.56. 23.12.56. 24.12.56. 29.12.56. 30.12.56.	Moorabbin aerodrome Melbourne [Essendon] Airport Near Mildura Yambalia Station Port Pirie aerodrome	Near Kingston Near 7?7	VIC VIC VIC NSW	Trng/Solo RPT/Day Trng/Dual PVT/Day Trng/Dual	Soon after take-off the aircraft was seen to turn about and by a descending path until it struck trees probably in a stalled condition. When at about 50 feet during a falling approach flying speed was lost, the aircraft stalled crashed and overturned. Poor technique. This belibourner Apropriets "As TAX Viscours aircraft stalled crashed and overturned. Poor technique. This belibourner Apropriets" A TAX Viscours aircraft stalled crashed and overturned. Poor technique. This belibourner Apropriets "As TAX Viscours aircraft sealing segment as a state of "S". During the recovery from the dive following a spor, the stateoard maniplane was brand and seen to break off. The wing failed because it was subjected to manacement beath in excess of the design lambs of the digits. Sollowing an engine failure immediately after take off the aircraft was forced to land in a small clearing and struck tree during the landing run. The aircraft strucks a fire hydrant whists takeying when the pupil streed into an answaltable area unsuepectedity giving the instructor no chance to interven. The aircraft strucks a fire hydrant whists takeying when the pupil streed into an answaltable area unsuepectedity giving the instructor no chance to interven.	Subst. Subst. Dest. Subst.	* ASN Database quotes "Brigalow, Queensland."
RVA?		Cadet* J.5 DH-82 Viscount "Kookaburra" Glider ?? DH-82 DH-94 DH-82	20.12.56. 23.12.56. 24.12.56. 29.12.56. 30.12.56. 30.12.56. 31.12.56.	Moorabbin aerodrome Melbourne [Estendon] Arrport Near Mildura Yambalia Station Port Piria earodrome Wonnerup near Sale	Near Kingston Near 777 Near 777 Busselton	VIC VIC VIC NSW SA WA VIC	Trng/Solo RPT/Day Trng/Dual PVT/Day Trng/Dual PVT/Day Trng/Dual Ag/Day	Soon after take-off the aircraft was seen to turn about and by a descending path until it struck trees probably in a stalled condition. When at about 50 feet during a signing approach flying speed was lost, the aircraft stalled crashed and overturned. Four technique. The helibourned appropriator. 37 An Airccard sairlers was damaged after it rais of the runway when a stationard the bust of 18 feet during a signing approach flying speed was lost, the aircraft stalled crashed and overturned. Four technique. The helibourned appropriator. 37 An Airccard sairlers was damaged after it rais of the runway when a stationard the bust of 1.7 During the recovery from the dive following a spin, the stationard mainplane was heard and seen to break off. The wing failed because it was subjected to nanaevow bods in mexics of the design limits of the eligibient. Following an engine failure immediately after take of the aerizaft was forced to land in a small clearing and struck trees during the landing run. The extract strucks are in high at an air and a struck in the pollution and interest and a struck are possible to break on the spinish. The aerizaft strucks are in drashed which taking any approach to land. The aerizaft strucks and our clearled which stagin approach to land. The cause of the accident was the incorrect reaction of the pilot after mailsiging the approach to land.	Subst. Subst. Dest. Subst. Subst. Subst. Subst.	* ASSN Database quotes "Brigatow, Queensland." On a flight from Melbourne for Carberra and Sydney, Plot. * Fatal - Plot. * Fatal - Plot. * Fatal - Crescience Australia - No Match (any combo)
RVA?		Cadet* J.5 DH-82 Viscount "Kookaburra" Glider ?? DH-82 DH-94	20.12.56. 23.12.56. 24.12.56. 29.12.56. 30.12.56. 30.12.56. 31.12.56.	Moorabbin aerodrome Melbourne (Essendon) Airport Near Mildura Yambalia Station Port Pirie aerodrome Wonnerup	Near Kingston Near 7?7	VIC VIC VIC VIC SA WA	Trng/Solo RPT/Day Trng/Dual PVT/Day Trng/Dual Trng/Dual	Soon after take-off the aircraft was seen to turn about and by a descending path until it struck trees probably in a stalled condition. When at about 50 feet during a signing approach flying speed was lost, the aircraft stalled crashed and overturned. Four technique. The helibourned appropriator. 37 An Airccard sairlers was damaged after it rais of the runway when a stationard the bust of 18 feet during a signing approach flying speed was lost, the aircraft stalled crashed and overturned. Four technique. The helibourned appropriator. 37 An Airccard sairlers was damaged after it rais of the runway when a stationard the bust of 1.7 During the recovery from the dive following a spin, the stationard mainplane was heard and seen to break off. The wing failed because it was subjected to nanaevow bods in mexics of the design limits of the eligibient. Following an engine failure immediately after take of the aerizaft was forced to land in a small clearing and struck trees during the landing run. The extract strucks are in high at an air and a struck in the pollution and interest and a struck are possible to break on the spinish. The aerizaft strucks are in drashed which taking any approach to land. The aerizaft strucks and our clearled which stagin approach to land. The cause of the accident was the incorrect reaction of the pilot after mailsiging the approach to land.	Subst. Subst. Dest. Subst. Subst.	* ASSN Database quotes "Brigatow, Queensland." On a flight from Melbourne for Carberra and Sydney, Plot. * Fatal - Plot. * Fatal - Plot. * Fatal - Crescience Australia - No Match (any combo)
RVA?		Cadet' 15 15 15 19482 Viscount 'Koolabura' 'Golder' 77 19482 19494 19482 19482 19482 22	20.12.56. 23.12.56. 24.12.56. 29.12.56. 30.12.56. 30.12.56. 31.12.56.	Moorabbin aerodrome Melbourne [Estendon] Arrport Near Mildura Yambalia Station Port Piria earodrome Wonnerup near Sale	Near Kingston Near 777 Near 777 Busselton	VIC VIC VIC NSW SA WA VIC	Trng/Solo RPT/Day Trng/Dual PVT/Day Trng/Dual PVT/Day Trng/Dual Ag/Day	Soon after take-off the aircraft was seen to turn about and fly a descending path until it struck trees probably in a stalled condition. When at about 50 feet during a significant seen to the point of turns about ant the origin of the seed seen the seed of	Subst. Subst. Dest. Subst. Subst. Subst. Subst.	* ASN Database quotes "Brigalow, Queensland."
RVA?	Auster [DeHavilland] Vickers [Schneider] Auster [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland]	Codet* 15 DH-82 Viscount Viscoun	20.12.56. 23.12.56. 24.12.56. 29.12.56. 30.12.56. 30.12.56. 31.12.56. 10.01.57.	Moorabbin aerodrome Mebourne (Essendon) Alroport News Mildura Varnballa Station Port Pirle aerodrome Wonnerup near Sale Near Telefornin	Near Kingston Near 777 Near 777 Busselton	VIC VIC VIC NSW SA WA VIC	Trng/Solo RPT/Day Trng/Dual PVT/Day Trng/Dual Trng/Dual Trng/Dual Ag/Day Ag/Day CHTR/Day	Soon after task-off the aircraft was seen to turn about and fly a descending path until it struck trees probably in a stalled condition. Gloridence indicates a subdistantial power loss that the point of turns about and to the origin of the power loss was not determined. When at about 50 feet during a plating approach hybric proced was but, the aircraft stalled crashed and overturned. Foor technique. The subdiscense cauge paster. As it, Noticense common and any analysis of the power in the subdiscense of the subdiscens	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	* ASSN Database quotes "Brigatow, Queensland." On a flight from Melbourne for Carberra and Sydney, Plot. * Fatal - Plot. * Fatal - Plot. * Fatal - Crescience Australia - No Match (any combo)
RVA?		Codet* 15 DH-82 Viscount "Rootabura" Glider 72 DH-82 DH-82 DH-82 DH-82 DH-82 CODE CODE CODE CODE CODE CODE CODE CODE	20.12.56. 23.12.56. 24.12.56. 29.12.56. 30.12.56. 31.12.56. 31.12.56. 10.01.57. 11.01.57.	Moorabbin aerodrome Mebourne (Essention) Ayroort Near Mildura Yambalas Station Port Pirie aerodrome Wonnerup near Sale Near Telefomin Devoport aerodrome	Near Kingston Near 777 Near 777 Busselton Buchan	VIC VIC VIC NSW SA WA VIC VIC TAS	Trng/Solo RPT/Day Trng/Dual PVT/Day Trng/Dual Trng/Dual Trng/Dual Ag/Day Ag/Day CHTR/Day RPT	Soon after take-off the aircraft was seen to turn about and fly a descending path until it struck trees probably in a stalled condition. (Mindren indicates at the point of turn about and only a descending path until it struck trees probably in a stalled condition. (When at about 50 feet during a pliding approach flying speed was lost, the aircraft stalled crahed and overturned. Poor technique. (The Melbourne Approach "South As Vancent addrens and semanged after it can off the receivery them at the stall of the set of "South as a stall descending a speed of the set of the set of "South as a stall descending and set of the set of "South as a stall descending and set of the set of "South as a stall cleaning and struck tree during the landing run. The aircraft strucks a five hydrant whilst takeying when the pupil turned into an annual cleaning and struck tree during the landing run. The aircraft strucks a five hydrant whilst takeying when the pupil turned into an annual cleaning and struck tree during the landing run. The aircraft strucks a five hydrant whilst takeying when the pupil turned into an annual cleaning and struck tree during the landing run. The aircraft strucks a five hydrant whilst takeying when the pupil turned into an annual cleaning and struck as the order on chance to intervene. The aircraft strucks a five hydrant whilst takeying when the pupil turned into an annual cleaning and struck are struck and the struck as the public strucks and the struck as the public and the struck as the strucks and the strucks and the struck as the strucks and the struck as the strucks and the strucks an	Subst. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	* ASSN Database quotes "Brigatow, Queensland." On a flight from Melbourne for Carberra and Sydney, Plot. * Fatal - Plot. * Fatal - Plot. * Fatal - Crescience Australia - No Match (any combo)
RVA?	Auster [DeHavilland] Vickers [Schneider] Auster [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland]	Codet* 15 DH-82 Viscount Viscoun	20.12.56. 23.12.56. 24.12.55. 29.12.56. 30.12.56. 31.12.56. 31.12.56. 10.01.57.	Moorabbin serodrome Melbourne (Exembon) Apport New Mildura Yambolis Station Port Pirie serodrome Wonnerup near Sale Near Telefomin Devenport serodrome Near	Near Kingston Near 777 Near 777 Busselton	VIC VIC VIC NSW SA VIC VIC VIC NSW TAS NSW	Trng/Solo RFI/Day Trng/Dual PVT/Day Trng/Dual Trng/Dual Ag/Day Ag/Day CHTR/Day RPT PVT/Day	Soon after take-off the aircraft was seen to turn about and fly a descending path until it struck trees probably in a stalled condition. When at about 50 feet during a signifying approach flying speed was tool, the aircraft stalled crashed and overturned. Poor technique. The felicibiourned approach is 74 feb. 4 feet and 1 feet	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	* ASSN Database quotes "Brigatow, Queensland." On a flight from Melbourne for Carberra and Sydney, Plot. * Fatal - Plot. * Fatal - Plot. * Fatal - Crescience Australia - No Match (any combo)
RVA?	Auster [DeHavilland] Vickers [Schneider] Auster [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland]	Codet* 15 DH-82 Viscount "Rootabura" Glider 72 DH-82 DH-82 DH-82 DH-82 DH-82 CODE CODE CODE CODE CODE CODE CODE CODE	20.12.56. 23.12.56. 24.12.56. 29.12.56. 30.12.56. 31.12.56. 31.12.56. 10.01.57. 11.01.57.	Moorabbin aerodrome Mebourne (Essention) Ayroort Near Mildura Yambalas Station Port Pirie aerodrome Wonnerup near Sale Near Telefomin Devoport aerodrome	Near Kingston Near 777 Near 777 Busselton Buchan	VIC VIC VIC NSW SA WA VIC VIC TAS	Trng/Solo RPT/Day Trng/Dual PVT/Day Trng/Dual Trng/Dual Trng/Dual Ag/Day Ag/Day CHTR/Day RPT	Soon after take-off the aircraft was seen to turn about and fly a descending path until it struck trees probably in a stalled condition. (Midmer indicates a substantial power loss that begind of turn about and the path of the condition. (Midmer indicates a substantial power loss that begind of turn about and the path of the substantial power loss was not determined. (When at about 50 feet during a plating approach flying speed was bott, the aircraft stalled or sahed and overturned. Poor technique. The followings an eagent speed in a substantial power loss and the substantial stalled or sahed and overturned. Poor technique. The followings an eagent speed in a substantial stalled and aircraft stalled or sahed and overturned. Poor technique. The eagent shallow was the substantial stalled and substantial stalled and seen to break off. The wing failed because it was	Subst. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	* ASSN Database quotes "Brigatow, Queensland." On a flight from Melbourne for Carberra and Sydney, Plot. * Fatal - Plot. * Fatal - Plot. * Fatal - Crescience Australia - No Match (any combo)
RVA? TV_? THT	Auster [DeHavilland] Vickers [Schneider] Auster [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland] Glider Glider	Cadet' 1.5 014-82 Viscount Viscount 77 014-82 014-82 014-82 014-82 014-82 014-82 014-82 014-82 014-82 014-82 014-82 014-82 014-82 014-82 014-82 014-82 014-82	20.12.56. 23.12.56. 24.12.56. 29.12.56. 30.12.56. 30.12.56. 31.12.56. 11.01.57. 11.01.57. 14.01.57.	Moorabbin aerodrome Mebourne (Essendon) Alaport New Mildura Yamballa Station Port Pirie aerodrome Wonnerup near Sale Near Telefornin Devenport aerodrome Nener Into the sea off	Near Kingston Near 777 Near 777 Busselton Bushan Lithgow Forster	VIC VIC VIC NSW SA VIC VIC VIC PNG TAS NSW	Trng/Solo RPT/Day Trng/Dual PVT/Day Trng/Dual Trng/Dual Trng/Dual Ag/Day Ag/Day CHTR/Day RPT PVT/Day PVT/Day	Soon after take-off the aircraft was seen to turn about and fly a descending path until it struck trees probably in a stalled condition. When at about 50 feet during a significant seen to be provided to the origin of the property of the seen of the seed of	Subst. Dest. Subst.	** ASSP Database quites "Brigatow, Queensland." On a flight from Melbourne for Cariberra and Sydney. Pitt. *Fatal Papel. *Fatal George August 1 A
RVA?	Auster [DeHavilland] Vickers [Schneider] Auster [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland]	Cadet' 1.5 DH-82 Viscount "Rookabura" Güster 77 DH-82 DH-94 DH-82 DH-82 DH-82 DH-82 OC-3 DH-82 Speamore [(bit.4)	20.12.56. 23.12.56. 24.12.55. 29.12.56. 30.12.56. 30.12.56. 31.12.56. 31.12.56. 10.01.57. 11.01.57. 14.01.57. 15.01.57.	Moorabbin aerodrome Mebourne (Essendon) Alroport Near Mildura Yambalia Station Port Pirie aerodrome Wonnerup near Sale Near Telefornin Devonport serodrome Noar Into the sea off Mount Sorel (sic)	Near Kingston Near 777 Busselton Busselton Lithgow Forster [19 non Queenstream]	VIC VIC VIC VIC NSW SA VA VIC VIC PNG TAS NSW TAS	Trng/Solo BPT/Clay Trng/Dual PVT/Clay Trng/Dual Trng/Dual Trng/Dual Trng/Dual Ag/Day	Soon after take-off the aircraft was seen to turn about and fly a descending path until it struck trees probably in a stalled condition. Gloridence indicates a substantial power loss that the point of furn about but the origin of this power loss was not determined. When at about 50 feet during a plating approach thying speed was lost, the aircraft stalled crashed and overturned. Foot technique. The histories consequence was a structured and the second and a structured and a	Subst. Dest.	* ASSN Database quotes "Brigatow, Queensland." On a flight from Melbourne for Carberra and Sydney, Plot. * Fatal - Plot. * Fatal - Plot. * Fatal - Crescience Australia - No Match (any combo)
RVA? TV_? THT	Auster [DeHavilland] Vickers [Schneider] Auster [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland] Glider Glider	Cadet' 1.5 014-82 Viscount Viscount 77 014-82 014-82 014-82 014-82 014-82 014-82 014-82 014-82 014-82 014-82 014-82 014-82 014-82 014-82 014-82 014-82 014-82	20.12.56. 23.12.56. 24.12.56. 29.12.56. 30.12.56. 30.12.56. 31.12.56. 11.01.57. 11.01.57. 14.01.57.	Moorabbin aerodrome Mebourne (Essendon) Alaport New Mildura Yamballa Station Port Pirie aerodrome Wonnerup near Sale Near Telefornin Devenport aerodrome Nener Into the sea off	Near Kingston Near 777 Near 777 Busselton Bushan Lithgow Forster	VIC VIC VIC NSW SA VIC VIC VIC PNG TAS NSW	Trng/Solo RPT/Day Trng/Dual PVT/Day Trng/Dual Trng/Dual Trng/Dual Ag/Day Ag/Day CHTR/Day RPT PVT/Day PVT/Day	Soon after take-off the aircraft was seen to turn about and fly a descending path until it struck trees probably in a stalled condition. (Midmen indicates a that begins the path of the struck that the path of the struck in the path of the pa	Subst. Dest. Subst.	* ASN Database quotes "Brigatow, Queenaland." On a flight from Melbourne for Canteers and Sydney. Part. Fatal Geoscience Australia - No Match (any combo) The Augus" 111 January 1957 quotes: Pilot Len Salisbury 34 of Mentone was unburt. Aircraft owned by 'Airgread Australia' Describe misocole for Monet Sorrei Consolide misocole for Monet Sorrei Consolide misocole for Monet Sorrei
RVA? TV_? THT	Auster [DeHavilland] Vickers [Schneider] Auster [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland] Glider Glider	Cadet' 1.5 DH-82 Viscount "Rookabura" Güster 77 DH-82 DH-94 DH-82 DH-82 DH-82 DH-82 OC-3 DH-82 Speamore [(bit.4)	20.12.56. 23.12.56. 24.12.56. 30.12.56. 30.12.56. 31.12.56. 31.12.56. 31.12.57. 11.01.57. 11.01.57. 14.01.57. 15.01.57.	Moorabbin aerodrome Mebourne (Essendon) Alroport Near Mildura Yambalia Station Port Pirie aerodrome Wonnerup near Sale Near Telefornin Devonport serodrome Noar Into the sea off Mount Sorel (sic)	Near Kingston Near 777 Busselton Busselton Lithgow Forster [19 non Queenstream]	VIC VIC VIC VIC NSW SA VA VIC VIC PNG TAS NSW TAS	Trng/Solo BPT/Clay Trng/Dual PVT/Clay Trng/Dual Trng/Dual Trng/Dual Trng/Dual Ag/Day	Soon after take-off the aircraft was seen to turn about and fly a descending path until it struck trees probably in a stalled condition. Gloridence indicates a substantial power loss that the point of furn about but the origin of this power loss was not determined. When at about 50 feet during a plating approach thying speed was tool, the aircraft stalled crashed and overturned. Foor technique. The histories are parter. At the Aircraft and struck are strucked and a struck and a struck of the struck and a	Subst.	* ASN Database quotes "Brigatow, Queenaland." On a flight from Melbourne for Canteers and Sydney. Part. Fatal Geoscience Australia - No Match (any combo) The Augus" 111 January 1957 quotes: Pilot Len Salisbury 34 of Mentone was unburt. Aircraft owned by 'Airgread Australia' Describe misocole for Monet Sorrei Consolide misocole for Monet Sorrei Consolide misocole for Monet Sorrei
RVA? TV_? THT	Auster [DeHavilland] Vickers [Schneider] Auster [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland] Glider Glider	Cadet' 1.5 DH-82 Viscount "Rookabura" Güster 77 DH-82 DH-94 DH-82 DH-82 DH-82 DH-82 OC-3 DH-82 Speamore [(bit.4)	20.12.56. 23.12.56. 24.12.55. 29.12.56. 30.12.56. 30.12.56. 31.12.56. 31.12.56. 10.01.57. 11.01.57. 14.01.57. 15.01.57.	Moorabbin aerodrome Mebourne (Essendon) Alroport Near Mildura Yambalia Station Port Pirie aerodrome Wonnerup near Sale Near Telefornin Devonport serodrome Noar Into the sea off Mount Sorel (sic)	Near Kingston Near 777 Busselton Busselton Lithgow Forster [19 non Queenstream]	VIC VIC VIC VIC NSW SA VA VIC VIC PNG TAS NSW TAS	Trng/Solo BPT/Clay Trng/Dual PVT/Clay Trng/Dual Trng/Dual Trng/Dual Trng/Dual Ag/Day	Soon after take-off the aircraft was seen to turn about and fly a descending path until it struck trees probably in a stalled condition. (Midmen indicates at the point of the substantial gower loss that point of turn about and the point of turn about and the point of turn about and the point of turn about 10 feet during a pliding approach flying speed was bott, the aircraft stalled or sched and overturned. Poor technique. The substance has presents: "A.T.A. Viscourisation address and seminary and aircraft stalled or sched and overturned. Poor technique. The substance has presents: "A.T.A. Viscourisation address and seminary and seminary beautiful stalled or sched and overturned. Poor technique. The substance has presents: "A.T.A. Viscourisation address and seminary where a statistioned by business of the edit of the schedule of th	Subst.	* ASN Database quotes "Brigatow, Queenaland." On a flight from Melbourne for Canteers and Sydney. Part. Fatal Geoscience Australia - No Match (any combo) The Augus" 111 January 1957 quotes: Pilot Len Salisbury 34 of Mentone was unburt. Aircraft owned by 'Airgread Australia' Describe misocole for Monet Sorrei Consolide misocole for Monet Sorrei Consolide misocole for Monet Sorrei
RVA? TV_? THT	Auster [DeHavilland] Vickers [Schneider] Auster [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland] Glider Glider	Cadet' 1.5 DH-82 Viscount "Rookabura" Güster 77 DH-82 DH-94 DH-82 DH-82 DH-82 DH-82 OC-3 DH-82 Speamore [(bit.4)	20.12.56. 23.12.56. 24.12.56. 25.12.56. 30.12.56. 30.12.56. 31.12.57. 31.01.57.	Moorabbin aerodrome Mebourne (Essendon) Alroport Near Mildura Yambalia Station Port Pirie aerodrome Wonnerup near Sale Near Telefornin Devonport serodrome Noar Into the sea off Mount Sorel (sic)	Near Kingston Near 777 Busselton Busselton Lithgow Forster [19 non Queenstream]	VIC VIC VIC VIC NSW SA WA VIC VIC PNG TAS NSW TAS NSW TAS	Trag/Solo BPI/Day Trag/Day Trag/Day Trag/Day Trag/Day Trag/Day Trag/Day Ag/Day Ag/Day Ag/Day Ap/Day Ap/Day Ap/Tay ANN/Day ANN/Day BPI/Day BPI/Day	Soon after take-off the aircraft was seen to turn about and fly a descending path until it struck trees probably in a stalled condition. (Midmen indicates at the opinion of the state of	Subst.	* ASN Database quotes "Brigatow, Queenaland." On a flight from Melbourne for Canteers and Sydney. Part. Fatal Geoscience Australia - No Match (any combo) The Augus" 111 January 1957 quotes: Pilot Len Salisbury 34 of Mentone was unburt. Aircraft owned by 'Airgread Australia' Describe misocole for Monet Sorrei Consolide misocole for Monet Sorrei Consolide misocole for Monet Sorrei
RVA? TV_? THT	Auster [DeHavilland] Vickers [Schneider] Auster [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland] Glider Glider	Cadet' 1.5 DH-82 Viscount 'Rootabura' Gider 77 DH-82 DH-82 DH-82 DH-82 DH-82 DH-82 DH-82 DH-82 VS-85 DH-82 VS-85 DH-82 VS-85 DH-82 VS-85 VS	20.12.56. 23.12.56. 30.12.56. 30.12.56. 31.12.56. 31.12.56. 31.12.56. 31.12.56. 31.12.56. 31.12.56. 31.12.56. 31.12.57. 11.01.57. 11.01.57. 12.01.57. 19.01.57. 19.01.57. 20.01.57. 20.01.57. 20.01.57. 20.01.57. 20.01.57.	Moorabbin aerodrome Mebourne (Essendon) Alaport Neur Mildura Yambalia Station Port Pirie aerodrome Wonnerup near Sale Near Telefomin Devonport aerodrome Devonport aerodrome Into the sea off Mount Sorel (six) Near Launceston airport Near	Near Kingston Near 777 Busselton Busselton Buthan Lithgow Fonter [19 nn Queenslown] Goulburn Albury	VIC VIC VIC NSW SA VIC VIC PNG TAS NSW TAS NSW TAS NSW VIC	Treg/Solo BR/JORY Treg/Doal Pr/JORY Treg/Doal Treg/Doal Treg/Doal Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Arright Ag/Day Arright Ag/Day Ag/Day	Soon after take-off the aircraft was seen to turn about and fly a descending path until it struck trees probably in a stalled condition. (Midmer indicates a twice business) and substantial power loss that the point of furm about but the origin of this power loss was not determined. (When at about 50 feet during a plating approach flying speed was bott, the aircraft stalled or schede and overturned. Poor technique. The followings are perfect the power of	Subst.	* ASN Database quotes "Brigatow, Queenaland." On a flight from Melbourne for Canteers and Sydney. Part. Fatal Geoscience Australia - No Match (any combo) The Augus" 111 January 1957 quotes: Pilot Len Salisbury 34 of Mentone was unburt. Aircraft owned by 'Airgread Australia' Describe misocole for Monet Sorrei Consolide misocole for Monet Sorrei Consolide misocole for Monet Sorrei
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RVA? TV_? THT INO BVR	Auster [DeHavilland] Vickers [Schneider] Auster [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland] Glider Glider	Cades' 1.5 DH-82	2012.56. 2312.56. 2412.56. 2412.56. 3012.56. 3012.56. 31.12.56. 31.12.56. 10.01.57. 11.01.57. 13.01.57. 19.01.57. 20.01.57. 20.01.57. 20.01.57. 22.01.57. 22.01.57.	Moorabbin aerodrome Mebourne [Estandon] Alaport Mehourne [Molecular Alaport Money Alaport Money Alaport Money Alaport Money Alaport Near Telefomin Deconport aerodrome Into the sea off Mount Sorel (skr) Near Into the sea off Mount Sorel (skr) Near Near Near Taroom [aerodrome]	Near Kingston Near 777 Near 777 Busselton Buchan Lithgow Fonter [19 nn Queenstran] Goulburn Albury Buchan	VIC VIC VIC VIC NSW SA VA VIC VIC PNG TAS NSW TAS NSW TAS NSW VIC QLD	Trag/Solo BPI/JONy Trag/Dosl PVI/Day Trag/Dosl Trag/Dosl Trag/Dosl Trag/Dosl Ag/Day	Soon after take-off the aircraft was seen to turn about and fly a descending path until it struck trees probably in a stalled condition. Glotherie indicates a substantial power loss that the point of furn sobols but the origin of this power loss was not determined. When at about 50 feet during a plating approach hipse yeare was four, the aircraft stalled crashed and overturned. Four technique. The statement passes is a fund of the statement	Subst.	* ASN Database quotes "Brigatow, Queenaland." On a flight from Melbourne for Canteers and Sydney. Part. Fatal Geoscience Australia - No Match (any combo) The Augus" 111 January 1957 quotes: Pilot Len Salisbury 34 of Mentone was unburt. Aircraft owned by 'Airgread Australia' Describe misocole for Monet Sorrei Consolide misocole for Monet Sorrei Consolide misocole for Monet Sorrei
RVA? TV_? THT INO BVR	Auster [DeHavilland] Vickers [Schneider] Auster [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland] Glider Glider	Cadet' 1.5 DH-82 Viscount Golder 77 DH-82 DH-82 DH-94 DH-82 DH-94 DH-82 22 [Place*] DC-3 DH-62 DH-62 V-756C*/incount* Without U-756C*/incount*	2012.56. 23.12.56. 24.12.56. 24.12.56. 29.12.56. 30.12.56. 30.12.56. 31.12.5	Moorabbin aerodrome Mebroure (Essendon) Aprort Mehroure (Essendon) Aprort Port Piric aerodrome Wonnerup near Sale Near Telefomin Devonport aerodrome Near Into the sea off Mount Sorel (sic) Near Launceston aerodro Near Near Taroon (aerodrome) Near Near Near Near Near Near Near Near	Near Kingston Near 777 Busselton Busselton Lithgow Forster [19 non Queenshown] Goulburn Albury Buchan	VIC VIC VIC VIC VIC NSW SA VIA VIC VIC VIC VIC PNG TAS NSW NSW TAS NSW TAS NSW VIC QLD NSW VIC	Trag/Solo BPI/Oxy Trag/Dost Trag/Dost PVI/Day Trag/Dost Trag/Dost Trag/Dost Trag/Dost Ag/Day	Soon after take-off the aircraft was seen to turn about and fly a descending path until it struck trees probably in a stalled condition. (Mortine indicates a substantial power loss the begin of turn about and the path of the condition.) (Mortine indicates a substantial power loss the begin of turn about the origin of the power loss was not determined.) (When at about 50 feet during a plating approach flying speed was foul, the aircraft stalled or sahed and overturned. Foot technique. (The substantial power power.) A TAN School and stalled and stall	Subst.	* ASN Database quotes "Brigatow, Queenaland." On a flight from Melbourne for Canteers and Sydney. Part. Fatal Geoscience Australia - No Match (any combo) The Augus" 111 January 1957 quotes: Pilot Len Salisbury 34 of Mentone was unburt. Aircraft owned by 'Airgread Australia' Describe misocole for Monet Sorrei Consolide misocole for Monet Sorrei Consolide misocole for Monet Sorrei
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RVA? TV_? THT INO BVR	Auster [Desconland] vickers [Desconland] vickers Auster [Desconland] [Desconland] [Desconland] [Desconland] [Desconland] [Desconland] [Desconland] [Desconland] [Desconland] vickers [Desconland]	Cades' 1.5 DH-82 Wiscount Viscount Vi	201256 201276 201276 201276 301256 301256 301256 301256 301256 301256 301256 301256 301256 30157 300157 200157 300157 200157 300157 200257 300257	Moorabbin aerodrome Melbourne (Exemelon) Apport New Mildura Yambalia Station Port Pire aerodrome Wonnerup near Sale Near Telefomin Devenpare aerodrome Near Into the sea off Mount Sorel (skr) Near Launceston aeport Near Taroom (aerodrome) Near Taroom (aerodrome) Near Taroom (aerodrome) Near Near Taroom (aerodrome) Near Near Taroom (aerodrome) Near Near Near Near Near Taroom (aerodrome) Near Near Near Near Near Near Near Near	Near Kingston Near 777 Busselton Busselton Littgow Fonter [19 nm Queenstown] Goulburn Albury Bushan Guyre Murricial Cairns Lengetha Lengetha Sele	VIC VIC VIC VIC NSW SA WAA VIC VIC PING TAS NSW VIC QLD NSW VIC QLD VIC	Trig/Solo SET/Day Trig/Dust Trig/Dust Trig/Dust Trig/Dust Trig/Dust Trig/Dust Trig/Dust Trig/Dust Ag/Duy Ag/Duy Ag/Duy Ar/Joy Pri/Joy Pri/Joy Ag/Duy	Soon after take-off the aircraft was seen to turn about and fly a descending path until it struck trees probably in a stalled condition. Getherier indicates a subdistrated power loss with the point of turns obtained to the origin of the power loss was not determined. When at about 50 feet during a plating approach flying upder with the aircraft stalled crashed and overturned. Froe technique. The control property is a control of the power of the control of the power	Subst.	** ASS Detabase quotes "Brigatow, Queenaland." On a flight from Melbourne for Castlerra and Sydney. Plot. *Fatal Plot. *Fatal Gescolence Australia - No Match (any combo) The Argus* *11 January 1957 quotes: Pilot Len Salisbury 34 of Mentone was unhurt. Accrait caused by *Anspread Australia* Prosable magicle for Mount Sorrel Soven by Opt Most Indynan, Repaired and returned to service. (G.G. Info)
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	0	PA-18	20.02.57	Olive to	ľ	PNG	ΔWK/Day	The pilot misjudged his height above the ground during a landing approach. The aircraft stalled and landed heavily.	6.1.4	Establish Andrew
	[DeHavilland]	PA-18 DH-82	23.02.57.	Near	Ballarat	VIC	AWK/Day Ag/Day	The aircraft stalled and crashed during low level crop spraying. The cause of the accident was not determined.	Subst.	Since renamed Simbu Province.
AAZ	[DeHavilland]	DH-82	24.02.57.	Near	Gilgandra	NSW	Trng/Day Dual	Whilst the aircraft was low flying in an authorised low flying area it collided with high tension cables, crashed and was destroyed by fire. The pilot had apparently been unaware that the high tension cables had been erected and had failed to sight them in sufficient time to take	Dest.	
		L	<u> </u>		<u> </u>	Щ.		avoiding action.	Ш.	
KYC	[DeHavilland]	DH-82	25.02.57.	Near	Gatton	QLD	Ag/Day	The aircraft collided with high tension cables when crop dusting. The pilot failed to take avoiding action in sufficient time.	Dest.	
	Auster	J.SF	25.02.57.	Parafield [aerodrome]		SA	Trng/Day (Solo)	The aircraft struck the ground and bounced during landing. The pilot elected (not) to go around again and flew the aircraft into the ground. The accident was due to poor technique on the part of the pilot with a contributory factor being his inexperience.	Subst.	
	[DeHavilland]	DH-82	26.02.57.	Yankalilla	Myponga	SA	Ag/Day	The aircraft over-ran the strip and overturned on landing. The cause of the accident was that the pilot persisted with the landing beyond the latest point from which a baulked approach could have been carried out.	Subst.	
THA	Hiller	12C	03.03.57.	near Humpty Doo	near ???	QLD	N/K	Reported: The tail rotor separated in flight, aircraft damaged but later repaired.	Subst.	Source: TAA Engineering report 147.
ABN	Percival.	Proctor	04.03.57.	Near	Cobar	NSW	PVT/Day	During a take-off from a sub-standard airstrip the aircraft swung off the strip and collided with trees when the pilot lost directional control.	Subst.	
000(3)	[Datinelland]	DH-82	12.03.57.	Malleton	Leongatha	VIC	Ag/Day	A contributing factor was the pilots inexperience on the type. The aircrafts undercarriage collapsed during take-off due to a structural failure.	Subst	
SSU	[DeHavilland]	DH-82	14.03.57.	Near	Cobden	VIC	Ag/Day	Whilst engaged in a low level fertilising operation the aircraft collided with the side of a hill. The probable cause of the accident was that the	Subst.	
CMB	Fairchild.	Argus	16.03.57.	Dirranbandi		QLD	CHTR/Day	pilot encountered turbulent air and down-draught, and height could not be maintained.	6.5.4	
AAS	Miles	Gemini	19.03.57.	Katherine [aerodrome]	nearrr	NT	PVT/Day	The aircraft crashed just after becoming airborne during take-off. The cause of the accident could not be determined. The aircraft made a wheels-up landing shortly after becoming airborne following a power loss on the starboard engine. The cause of the power	Subst.	name quoted as Dirrandandi
								loss could not be determined		
	[DeHavilland]	DH-82	20.03.57.	Home Hill Station	Townsville	QLD	Trng/Day (Solo)	The aircraft nosed over during an attempted take-off from a sub-standard field. The pilot failed, due to his inexperience, to maintain directional control.	Subst.	
TSA	[DeHavilland]	DH-82	20.03.57.	Near	Wagga	NSW	Ag/Day	The aircraft struck a tree on the side of a ridge whilst engaged in low-level crop-dusting. The cause of the accident was not determined.	Subst.	
BUW	Junkers	52	21.03.57.	Wau [airstrip]		PNG	CHTR/Day	Just after the take-off run was commenced the aircraft struck a building (*) when it ran off the strip. The accident was probably caused by loss of power, for reasons undetermined, at a critical stage of the take-off.	Subst.	(*) Building was the QANTAS terminal. Narrowly missed a woman inside.
RNE	[DeHavilland]	DHC-1	23.03.57.	Near	Casino	NSW	PVT/Day	Whilst engaged in unauthorised and reckless low flying the pilot misjudged the rate of turn necessary to avoid obstructions bordering the	Dest.	Crash date also reported as 24.03.57.
	[Dallard]and]	DH-82	28.03.57.	Lerch's Strip	New222	QLD	Trng/Day	intended flight path. The aircraft collided with a tree, crashed an caught fire. The aircraft swung when landing and collided with a fence post after the pilot had held off too high and subsequently mis-used the controls	Codest	
	(Denavillatio)	_			Nearri			when making recovery action.	Subst.	
	[DeHavilland]	DH-82	31.03.57.	Near	Cudgewa	NSW	Ag/Day	During an approach to land on a short sub-standard hillside airstrip the pillot, after overshooting, failed to abandoned the approach in time. In an attempted emergency landing the aircraft collided with fallen timber and overturned.	Subst.	
	Glider	???	31.03.57.	Near Canberra [aerodrome]		ACT	PVT/Day	in an attempted emergency anoning the aircraft counsed with nained momer and overturned. The glider was being launched by sen't on be binds all Ne's aircraft. At a height of about 40 feet the glider "pitched" severely and the towline was released. The glider crashed to the ground. The cause of the accident was not determined.	Subst.	Pilot (F)
MOV 2	Rell	4701	01 04 57	Near Port Moreshy		PNG	Trng/Day	was released. The glider crashed to the ground. The cause of the accident was not determined. During flying training and when carrying out a practice forced landing (auto-rotation?) the helicopter struck the ground in a tail-first attitude.	Culest	
erw_f	Dell	4/01	01.04.57.	iveal Full Moresby	<u> </u>	FNG	mig/bay	The cause of the accident was inexperience on the part of the instructor.	auust.	
WPN	[DeHavilland]	DH-82	02.04.57.	Near Lowood	Ipswitch	QLD	Ag/Day	The aircraft collided with high tension cables and was destroyed by impact and fire when the pilot misjudged the position of the cables at the start of the spraying run.	Dest.	Pilot: Charles BUSSER. OK. Aircraft exploded after the crash.
	[DeHavilland]	DH-82	05.04.57.	Near	Walcha	NSW	Ag/Day	When the aircrafts engine cut out shortly after becoming airborne the aircraft over-ran the strip and collided with fallen trees.	Subst.	
DIGIT?								The cause of the failure was undetermined.		
PKW?	Cessna [DeHavilland]	180 DH-84	14.04.57. 21.04.57.	Near Talworth Station	Tharwa Near???	ACT QLD	Ag/Day CHTR/Day	During an attempted take-off the aircraft ground looped when the pilot lost directional control. Whilst taxying back to the take-off position the aircraft collided with a fence post. Carelessness on the part of the pilot in taxying too close	Subst. Subst.	
	(accommunity)						. , .,	to obstructions.		
_	[DeHavilland]	DHC-1	22.04.57.	Near	Shell Harbour	NSW	PVT/Day	The aircrafts engine failed at 4000 feet and in the subsequent forced landing the pilot misjudged the approach and caused the aircraft to under-shoot and pass through a fence.	Subst.	
AZN	[DeHavilland]	3	26.04.57.	Austral Downs Station (*)	57 n/m.Camooweal	QLD	AWK/Day	Whilst Physic close to the ground the pilot allowed his attention to be diverted for an unsafe length of time, with the result that the port wing struck the ground and the aircraft crashed, out of control. [crew attention diverted outside searching for missing stockman James CROUCH.]	Dest.	Pilot: Richard PAULL Injured. (*) Canberra Times report crash site as "Wooroona Stn." Pax: Dr.D. and Mrs. J. Stanbury /Nurse injured. Crash date also reported as 14.04.57.
TVE *	(Aust.) Vickers	[DHA-3 drover 1F] V-700 "Viscount"	30.04.57.	Townsville (serodroms)	1	QLD	DOT	struck the ground and the aircraft crashed, out of control. [crew attention diverted outside searching for missing stockman James CROUCH.] The aircraft landed with the nose wheel retracted following failure of the nose wheel retraction jack trunnion which resulted in inability to	Subst	Pax: Dr.D. and Mrs. J. Stanbury /Nurse injured. Crash date also reported as 14.04.57. * Source: CAA UK World Airline Accident Summary. via Richard Stanton
. 45 -	vickers	[V-720C]	30.04.57.	rownsvine (aerodrome)		QLU	KP1	lower the nose wheel.	auust.	Source. Cost OK, World Armine Accident Sammlary. Via Nichard Stanton
	[DeHavilland]	DH-82	30.04.57.	near	Gatton	QLD	Ag/Day	The aircraft collided with a fence post during an attempted tak-off. The cause of the accident was that the pilot attempted to take-off in	Subst.	
BTA/2	Auster	J.5G	30.04.57.	"Bon View" Station	Wilcannia	NSW	PVT/Day	conditions of following wind and restricted take-off area which precluded a safe margin of clearance over obstructions. The aircraft struck the ground soon after take-off when complete loss of rudder control was experienced by the pilot. The loss of control was	Dest.	
	Martin Marco			Tumorruma *		NSW	PVT/Day	due to the failure of maintenance personnel to lock-wire the port rudder cable turnbuckle.	C 1	No. 12 Control of the
	[DeHavilland]	DH-82 DH-82	05.05.57. 09.05.57.	Near	Tumut Tallangatta	VIC	Ag/Day	The aircraft struck a fence post and nosed over when landing. The pilot selected a landing area which was unsuitable. The aircraft and a loading truck collided due to a lack of co-ordination between the pilot and the truck driver.	Subst.	Possible hispote for lumorrama, NSW
	[DeHavilland]	DH-82	16.05.57.	Near	Gundagai	NSW	Ag/Day	The aircraft collided with power cables when returning to land. Carelessness on the part of the pilot in failing to maintain a safe height above	Subst.	
	[DeHavilland]	DH-82	19.05.57.	Bankstown [aerodrome]	1	NSW	Trng/Day	the cables. Pilot fatigue was a contributing factor in this incident. The aircraft , which was being taxied back to the tarmac after landing, nosed over when the pilot encountered wind conditions demanding a	Subst.	
		1		V		1	(Solo)	skill beyond his experience and training. A contributing factor was the failure of the training organisation to recall the aircraft sooner in view		
	[DeHavilland]	DH-82	22.05.57.	Near	Bungendore	NSW	Ag/Day	of the prevailing conditions. The aircraft collided with high tension power cables during an approach to land. The pilot, who was aware of the cables, failed to exercise the	Subst.	
	(accommuna)							the degree of care demanded in the circumstances.		
	[DeHavilland]	DH-82	27.05.57.	Near	Smithton	TAS	PVT/Day	The aircraft ground looped during the take-off run. The pilot attempted to take-off from an unsuitable take-off area and lost control of the aircraft.	Subst.	
	[DeHavilland]	DH-82	28.05.57.	Near	Moss Vale	NSW	Ag/Day	The aircraft collided with a fence post during an attempted take-off. The accident resulted from superphosphate entering the pilot's eyes at a	Subst.	
	Avro	643	29.05.57.	Wallabadah	Quirindi	NSW	Ag/Day	critical stage in the take-off. The pilot was forced to land on unsuitable terrain when attempting to operate the aircraft under circumstances which provided no margin of	Subst	
	Avio							safety.	Jubat.	
	[DeHavilland]	DH-82	29.05.57.	Binnaway	Gilgandra	NSW	Ag/Day	After take-off and at a height of about 2 feet, the aircraft collided with a pole supporting a power line. The cause of the aircraft failing to gain sufficient height to clear the power line was not determined.	Subst.	
AGL	[DeHavilland]	DH-94	01.06.57.	Mayfield Station	Near ???	QLD	PVT/Day	The pilot was forced to make an emergency landing on unsuitable terrain due to engine failure in flight. The aircraft collided with a fence	Subst.	
	[Daklarilland]	DH-82	01.06.57.	Near	Derrinallum	VIC	Ag/Day	during the landing roll. The cause of the engine failure was not determined. The aircraft collided with high tension power cables when the pilot misjudged the distance from the cables during a crop spraying operation.	Subr*	
AQS	[DeHavilland] [DeHavilland]	DH-82 DH-82	01.06.57.	Near Arona Gap	perinalium	PNG	Ag/Day PVT/Day	The aircraft crashed into a heavily timbered slope when the pilot committed the aircraft to the narrow confines of the Arona Gap under a very	Subst.	Aircraft owned by Territory Airlines.
								low overcast without first ensuring that visual flight could be maintained.	D	
SAG	Auster	J.1N	02.06.57.	[36 n.m.] Injune [Lonesome Station]	near Roma	QLD	CHTR/Day	When dropping a note to a homestead, the pilot permitted his attention to be distracted and he failed to see an obstructing tree in his flight path. The aircraft collided with the tree and crashed.	Dest.	Pilot: William COX of Sommerset Airways, Roma. Aircraft hired by station owner James Eric KILPATRICK.
	Auster	J.5G	03.06.57.	near Cudal		NSW	PVT/Day	During landing the undercarriage collapsed following the failure of a weld on the stub axle. The failure was due to the rough terrain upon which	Subst.	1
	[DeHavilland]	DH-82	08.06.57.	Rocky Ponds	near Avr	QLD	PVT/Day	the aircraft had been operating. On an approach to land the pilot undershot the strip and the aircraft collided with a log marking the threshold.	Subst.	
	,									
DDP	[DeHavilland] Consolidated.	DH-82 PBYSA	15.06.57. 16.06.57.	near Chinchilla Kikori River		QLD	PVT/Day AWK/Day	While engaged in unauthorised low flying the aircraft collided with a tree. The pilot failed to maintain an adequate lookout. The aircraft landed on the authorised landing area surfaced a violent decaleration, water, longed to not and says on a much back. The accident	Dest.	Crash site also reported as Toowoomba.
	consolidated.					PNG	AWK/Day	The aircraft landed on the authorised landing area, suffered a violent deceleration, water - looped to port and sank on a mud bank. The accident was due to the failure of the hull for reasons undetermined.	SUDST.	
PXA	[CZL]	Aero 45	19.06.57.	near Pithara	near Moora	WA	PVT/Day	During an attempted take-off from a sub-standard take-off area the pilot failed to become airborne in sufficient time to prevent the aircraft colliding with obstructions.	Subst.	DCA report states location as 'Pethara'.
BNW	[DeHavilland]	DH-82	20.06.57.	near Popanyining	near Wagin	WA	Ag/Night	After landing the aircraft collided with a large pile of stones. The pilot elected to land on a sub-standard strip in near darkness.	Subst.	<u> </u>
	[DeHavilland]	DH-82	23.06.57.	Goulburn [aerodrome]		NSW	Trng/Day	The aircraft nosed over during take-off following misuse of controls by an inexperienced student pilot.	Subst.	
AGO	Lockheed.	Hudson	24.06.57.	Horn Island		QLD	(Solo) AWK/Day	The aircraft crashed on a coral flat when the pilot lost control during a baulked approach to land. The probable cause of the accident was that	Dest	
200	EUCAHEEU.	[414-56]	24.00.37.	nom bidiu		QLD	A. I. I. Day	the pilot was unable to carry out a successful baulked approach with one engine inoperative due to his lack of recent experience in this	Desi.	
	[DeHavilland]	DH-82	28.06.57.	Mudgee [aerodrome]		NSW	Trng/Day	manoeuvre. After touching down the aircraft swung to the right off the runway. The student pilot opened the throttle to take off again but the aircraft	Sub++	
	(Denavilland)	Drf-82	20.00.57.	widugee (derogrome)	<u> </u>	HOW	mig/bay	After touching down the aircraft swung to the right off the runway. The student pilot opened the throttle to take off again but the aircraft collided with a tree stump. The accident was due to the inexperience of the student pilot.	auust.	
BNE	[Noorduyn]	Norseman [UC-64A]	29.06.57.	Lake Kopiago		PNG	AWK/Day	The aircraft was forced to land on unsuitable terrain when the engine failed in flight following the fracture of the No.2 cylinder exhaust	Subst.	Capt.: H.O. SCHUSHNIGG. Aircraft was dropping film to a Commonwealth Film Unit. It was flying a 500 feet at the time of the engine failure.
BSL	[DeHavilland]	[UC-64A] DHC-1	06.07.57.	Frederick Henry Bay	Hobart	TAS	PVT/Day	rocker housing. At a low height a right turn was commenced over water and the aircraft struck the water and cartwheeled. The reason why the aircraft	1	It was flying a 500 feet at the time of the engine failure. J. Streeter register reports date as 16.07.57.
	,							descended to a height which resulted in it striking the water was not determined.	Dest.	
AEQ	[Douglas]	DC-3	08.07.57.	Innisfail [aerodrome]	1	QLD	RPT/Day	The port undercarriage collapsed during the landing roll following the failure of a hydraulic line in flight. The cause of the failure was that the hydraulic line had been improperly fitted and maintained.	Subst.	
AML	[DeHavilland]	DH-82	13.07.57.	Newland Heads	Victor Harbour	SA	PVT/Day	The cause of the failure was that the hydraulic line had been improperly fitted and maintained. While engaged in an unauthorised low level flight along a cliff , the aircraft collided with the cliff face and was destroyed by impact and fire.	Dest.	The aircraft was being flown by owner Harry Sheridan and his brother David. They
	[Daklavilland]	DH-82	21.07.57.	Goulburn [aerodrome]		NSW	Trng/Day	The cause of the accident was not determined. When making an approach to land the pilot misjudged the approach and caused the aircraft to undershoot. The aircraft collided with a	Subst	were searching for a missing man. There is a plaque to the two at Encounter Bay, SA.
	(Denavilland)				<u> </u>			boundary fence and then struck the ground.	auust.	
		STM	03.08.57.	near Corowa		NSW	PVT/Day	The aircraft collided with high tension power cables which the pilot failed to observe when conducting a dummy run over a proposed landing area at a height which prevented him being able to clearly observe obstructions on the flight path.	Dest.	J.Streeter register reports date as 05.08.57.
AGZ	Ryan	DH-82	04.08.57.	Ararat [aerodrome]	1	VIC	Trng/Day	area at a height which prevented him being able to clearly observe obstructions on the flight path. The aircraft stalled during the climb and collided with a boundary fence. The pilot attempted a manoeuvre unsuitable for the aircraft type	Subst.	
AGZ RVE	Ryan [DeHavilland]		1					when taking off.		
RVE	[DeHavilland]	DH-82				QLD	PVT/Day	After he had overfilled the fuel tank the pilot attempted to start the engine , shortly afterward the aircraft the aircraft caught fire and was	Subst.	İ
	[DeHavilland] Auster	5	05.08.57.	Rocky Ponds	near Ayr	QLD	,==,	destroyed.		
RVE	[DeHavilland]	5 DH-82	05.08.57. 06.08.57.	Rocky Ponds Dalveen	near Ayr	QLD	Ag/Day	destroyed. Following a sudden loss of engine power during low level crop spraying operation the pilot was forced to land unsuitable terrain. The undercarriage collapsed and the aircraft overturned. The cause of the accident was that the pilot took off with insufficient fuel for the	Subst.	

	1	i	1	i i		i	1	intended flight.	1	1
SJW	[DeHavilland]	DH-84	16.08.57.	Mount Douglas	Charters Towers	QLD	Charter/Day	The aircraft crashed in timbered country soon after take-off. The cause of the accident could not be determined.	Dest.	Pilot: William SECKOLD. Aircraft was Bulliwallah Stn. For Yacamunda Stn.
	[DeHavilland]	104	21.08.57.	Nicholson Station	nr. Kununurra	WA	RPT/Day	The aircraft collided with a small tree when turning at the end of the runway. The pilot failed to exercise proper care when taxying down wind.	Subst.	
	Auster	3.31	21.08.57.	Barcudgel Station	III. CHARLYING	QLD	PVT/Day	During an attempted take-off the aircraft failed to become airborne collided with a mound of earth at the end of the strip and overturned. The cause of the accident was not determined.		Canberra Times 22 Aug 1957 reports: "Struck a tree on take-off." [same accident?] Aircraft owned by Broken Hill Aero Club. Pilot:Arnold TODD, Pax-Alan MURPHY.
	[DeHavilland]	DH-82	03.09.57.	Burren Junction [aerodrome]	Walgett	NSW	Trng/Day (Solo)	While carrying out a powered approach to land the pilot permitted the aircraft to land heavily and nose up. The cause of the accident was improper supervision during training.	Subst.	
BOZ	[DeHavilland] Fletcher	DH-82 FU-24	04.09.57. 10.09.57.	Rand near Armidale	near Jerilderie	NSW	Ag/Day Ag/Day	Whilst engaged in a low level operation the aircraft collided with a tree. The pilot misjudged the distance of the aircraft from the tree. Shortly after take-off the aircraft commenced a left turn after which the engine noise was heard to rise. The aircraft descended dumping	Dest.	Pilot Ron Fankhauser.
		170	13.09.57.					superphosphate and crashed into the side of a hill. The cause of the accident was not determined.	Subst.	
DFS RNI	Cessna [DeHavilland]	170 DHC-1	14.09.57.	51 miles N.E of Broken Hill Walgett [aerodrome]		NSW NSW	Charter/Day PVT/Day	The aircraft struck an earthen bank during take-off. The cause of the accident was not determined. Whilst making a right hand turn just after take-off the aircraft crashed out of control. Probable cause was that the pilot used improper	Subst. Subst.	
	[Dellavilleed]	DH-82	19.09.57.	Bankstown [aerodrome]		NSW	PVT/Day	technique. Whilst taxying from landing the aircraft was caught in an unexpected gust of wind and overturned.	Subst.	
REW	[DeHavilland]	DHC-1	22.09.57.	Norseman [aerodrome]		WA	PVT/Day	At a height of approximately 150 feet after take-off the engine cut because the pilot had failed to ensure that the fuel cock was turned on.	Subst.	
-	[Daklavilland]	DH-82	04.10.57.	near Narrandera		NSW	Ag/Day	In an attempt to land the aircraft struck the ground in a stalled condition collapsing the undercarriage. The aircraft collided with high tension power cables when the pilot entered an area of known hazard without first establishing the position	Subst.	
	(=======)							of obstructions with relation to his flight path.		
	[DeHavilland]	DH-82	06.10.57.	Sandy Cape	N/W Queenstown	TAS	PVT/Day	The pilot selected unsuitable terrain for take-off. The aircraft swung at right angles to the take-off path and eventually overturned when it encountered a gust of wind. The pilot could not cope with the wind conditions due to his inexperience.	Subst.	
	[DeHavilland]	DH-82	08.10.57.	Pinnaroo	N of Naracoorte	SA	Trng/Day	The aircraft collided with a boundary fence when approaching to land in gusty conditions. The cause of the accident was inadequate supervision of the student pilot and an incorrect assessment of the wind conditions on the part of the flight instructor.	Subst.	
	[DeHavilland]	DH-82	14.10.57.	Bonjeen	near ???	QLD	Ag/Day	Whilst engaged in crop spraying the pilot permitted the wheels of the aircraft to become entangled in the crop causing the aircraft to overturn.	Subst.	
FAF	Auster	J.18	14.10.57.	Hoxton Park	Liverpool	NSW	Trng/Day (Solo)	When recovering from an acrobatic manoeuvre at low altitude the aircraft struck the ground at a relatively high speed before complete recovery was effected. The cause of the accident was not determined.	Dest.	
	Glider	???	19.10.57.	Mount Gambier [aerodrome]		SA	Trng/Day (Solo)	During a winch launch the cable broke when the glider was at a height of about 30 feet. The probable cause of the accident was inadequate emergency action by the pilot arising from inexperience.	Subst.	
BPZ	[DeHavilland]	DHC-1	20.10.57.	near Canberra		ACT	Trng/Day	The aircraft collided with high tension wires when the pilot was engaged in low flying training. The cause of the accident was that the pilot	Dest.	
BHI	Hiller	12C	21.10.57.	[Pine island] Cape York Peninsula		QLD	(Solo) AWK/Day	failed to see and avoid overhead power lines. Immediately after take-off from a clearing a sudden change of wind velocity made a forced landing necessary. During the forced landing the	Subst.	Rebuilt as VH-THC.
								aircraft collided with trees. The cause of the accident was the pilots lack of type experience and unfamiliarity with local conditions.		
	[DeHavilland]	DH-84	14.10.57.	Maprik [airstrip]		PNG	Charter/Day	On landing with a following wind the pilot could not get the tail down. He was obliged to swing the aircraft off the strip. The unsuccessful landing was due to the pilots inexperience with local conditions.	Subst.	* DCA report date typed as 14.10.57. [out of sequence].Possibly should be 24.10.57.
	[DeHavilland]	DH-82	26.10.57.	Cairns [aerodrome]		QLD	Trng/Day (Dual)	The engine failed at a height of approximately 90 feet just after take-off after a touch and go landing. The pilot attempted to land back on the aerodrome but the aircraft struck the ground. The engine failure was due foreign matter (a wasps nest) in the induction manifold.	Subst.	
RA_?	[DeHavilland]	DH-82	26.10.57.	near Gawler		SA	Ag/Day	The pilot failed to correctly assess the significant of power cables when engaged on a finishing run of crop dusting operation and the aircraft collided with the power line.	Subst.	Pilot: Donald McHARTLAND. OK
\vdash	[DeHavilland]	DH-94	28.10.57.	Moyhu	near Wangaratta	VIC	PVT/Day	Following a take-off from a sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft	Subst.	
EWF	Douglas	DC-3	04.11.57.	East Lakes Golf Course	near Sydney Airport	NSW	RPT/	stalled and crashed when the pilot attempted a low level turn at too low an airspeed. Suffered engine failure after take-off from Sydney and forced landed into a lagoon on the Golf Course. Recovered and rebuilt as VH-EWE.	Subst.	
	[DeHavilland]	DH-82	17.11.57.	"Moondah" Station	near Longreach	QLD	Ag/Day	The pilot misjudged his height above the ground during a landing level-off. The aircraft dropped heavily and the right undercarriage broke off	Subst.	
RV?	[DeHavilland]	DHC-1	04.12.57.	Moorabbin [aerodrome]		VIC	Trng/Day (Solo)	When the engine stopped at a height of about 50 feet above the ground after take-off the pilot was forced to land straight ahead. The aircraft collided with a mound of earth. The cause of the accident was the pilots failure to select a fuel tank with sufficient fuel.	Subst.	
DMA	[DeHavilland]	DH-84	11.12.57.	Katherine [airstrip]		NT	Charter/Day	The aircraft turned to the right soon after take-off but failed to climb and after travelling some eight miles was landed in an open field and overturned. Probably the amount and distribution of load reduced the performance capability such that the aircraft could reach a manoeuvring	Dest.	
								height.		
EAJ	[DeHavilland]	DH-82	16.12.57. 16.12.57.	near Lismore		VIC	Ag/Day	When the pilot attempted to take-off from a sub-standard field the aircraft failed to become airborne and ran through a fence. Collided with the wingtio of VH-EAM whilst taxving.	Subst.	
Liu	[DeHavilland]	DH-82	18.12.57.	near Launching Place	near Warburton	VIC	Ag/Day	At the end of a low level pasture spraying run the aircraft was pulled up in a steep climbing turn manoeuvre over tree covered rising ground.	Subst.	
								It could not outclimb the terrain and struck the tree tops. The probable cause of the accident was that the aircraft was committed to a flight path having a gradient in excess of the aircrafts climb performance capabilities.		
TVJ	Vickers	756D	19.12.57.	Launceston aerodrome		TAS	RPT/Night	After engine start the hydraulics system failed and the aircraft moved forward striking the Tasmanian Aero Club building	Minor	Newspaper (Hobart Mercury?) report 20.12.57.
\vdash	Avro	DH-82 Anson	19.12.57. 21.12.57.	Ascot Tapini [airstrip]	near Creswick	VIC PNG	Ag/Day Charter/Day	When the pilot had almost completed his landing run the aircraft was apparently caught by a gust of wind and blown through a fence. During the landing roll the left undercarriage retracted and the left wingtip and engine contacted the ground. The probable cause of this	Subst.	
-	Avro	Anson	22.12.57.	Bridport [aerodrome]		TAS	AWK/Day	accident was malfunctioning of the left undercarriage down lock latches for reasons undetermined. The aircraft when landing in a moderate crosswind touched down over half way down a 5,000 feet strip and ground looped due to misuse of	Subst.	
								controls by the pilot.		
	[DeHavilland]	DH-82	29.12.57.	Parafield [aerodrome]		SA	Trng/Day (Solo)	controls by the pilot. During take off in a solo training flight the tail of the aircraft was raised until the propeller struck the ground. The cause of the accident was the pilots lack of experience while the lower than normal seating position was a factor.	Subst.	
	[DeHavilland]				near Ballarat		Trng/Day	controls by the plot. Duming take off on a solo training flight the tail of the aircraft was raised until the propeller struck the ground. The cause of the accident was the plots lask of experience while the lower than normal senting position was a factor. The landing area found the crow during a sinking accounts to commone the scrawfur on an off the aircraft cosed over into an inverted opinion.		
200/2	[DeHavilland]	DH-82	29.12.57. 31.12.57.	Parafield [aerodrome] Dunnstown		SA VIC	Trng/Day (Solo) Ag/Day	Controls by the plot. During take off on a solo training flight the tail of the aircraft was raised until the propeller struck the ground. The cause of the accident was the plots take of experience while the lower than normal seating position was a factor. The landing gear found the crop during a diring approach to commence the spraying run and the aircraft nosed over into an inverted position. The pilot misjudged his height above the crop.	Subst. Subst.	
BOA/2 AAG/2	[DeHavilland] [DeHavilland] [DeHavilland] Auster	DH-82	29.12.57.	Parafield [aerodrome] Dunnstown	near Ballarat south of Darwin Liverpool	SA	Trng/Day (Solo) Ag/Day	Controls by the plot. Doming take off on a solo training flight the tail of the aircraft was raised until the propeller struck the ground. The cause of the accident was the plots take of experience while the lower than normal seeing position was a factor. The plot me to provide the crop during a diring approach to commence the spraying run and the aircraft nosed over into an inverted position. The plot misudged his height above the crop. The aircraft crashed following an intentional gine because recovery action was commenced too late. The plot that the require down because or factorite defect, in the subsequent approach to late the aircraft stalled at an altitude too low for	Subst.	Robellt as VH+RD.
	[DeHavilland]	DH-82 DH-82 DH-82	29.12.57. 31.12.57. 12.01.58. 17.01.58.	Parafield [aerodrome] Dunnstown Darwin River	south of Darwin	SA VIC NT NSW	Trng/Day (Solo) Ag/Day PVT Trng/Day (Solo)	Control by the plot. Description of on a solo training flight the tail of the aircraft was raised until the propeller struck the ground. The cause of the accident was the plots lack of experience which the blover than normal seeing position was a factor. The landing gear foode the cope during a slong appearabl to commonment the spraying run and the aircraft nosed over into an inverted position. The plot manipulaged is to height above the crop. The plot manipulaged is to height above the crop. The aircraft caused floodings an interfactional spin because recovery action was commenced too late. The plots but the engine down because of a throttle defect. In the subsequent approach to land the aircraft stalled at an altitude too low for the plot to effect recovery.	Subst. Subst.	Rebuilt as VH-FRD.
	[DeHavilland]	DH-82 DH-82 DH-82	29.12.57. 31.12.57. 12.01.58.	Parafield [aerodrome] Dunnstown Darwin River	south of Darwin	SA VIC NT	Trng/Day (Solo) Ag/Day PVT Trng/Day (Solo) PVT/Day Trng/Day	Controls by the plot. Doming take off on a solo training flight the tail of the aircraft was raised until the propeller struck the ground. The cause of the accident was the plots take of experience while the lower than normal seeing position was a factor. The plot me to provide the crop during a diring approach to commence the spraying run and the aircraft nosed over into an inverted position. The plot misudged his height above the crop. The aircraft crashed following an intentional gine because recovery action was commenced too late. The plot that the require down because or factorite defect, in the subsequent approach to late the aircraft stalled at an altitude too low for	Subst. Subst.	Rebuilt as VH+FRD.
	[DeHavilland]	DH-82 DH-82 DH-82 1.4	29.12.57. 31.12.57. 12.01.58. 17.01.58.	Parafield [aerodrome] Dunnstown Darwin River Landsdowne Bridge Bankstown [aerodrome]	south of Darwin	SA VIC NT NSW NSW	Trng/Day (Solo) Ag/Day PVT Trng/Day (Solo) PVT/Day Trng/Day (Solo)	Control by the plote. During take of no a solo training flight the tail of the aircraft was raised until the propeller struck the ground. The cause of the accident was the plots lack of experience which the lower than normal senting position was a factor. The landing gard voide the crop during a daining approach to commence the spraying run and the aircraft nosed over into an inverted position. The plot monitoring the height above the crop. The plot should the engine down the cause of a throttle defect, in the subsrepants approach to land the aircraft stalled at an altitude too low for the relation of the control of the aircraft when bunding, causing it to over turn. The plot should be engine down because or a throttle defect, in the subsrepants approach to land the aircraft stalled at an altitude too low for the plot should be related or too high and stalled the aircraft when bunding, causing it to over turn. The aircraft nosed in and overturned when the plot over-corrected for a bounce on landing. The aircraft nosed is not over turns due to an apparent engine failure. The cause of the engine failure was not determined.	Subst. Subst. Subst. Subst. Subst.	Rebuilt as VH-FRD.
	[DeHavilland]	DH-82 DH-82 DH-82 J.4 DH-82A	29.12.57. 31.12.57. 12.01.58. 17.01.58.	Parafield (aerodrome) Dunnstown Darwin River Landsdowne Bridge Bankstown (aerodrome) Port Moresby (aerodrome)	south of Darwin Liverpool	SA VIC NT NSW NSW PNG	Trng/Day (Solo) Ag/Day PVT Trng/Day (Solo) PVT/Day Trng/Day (Solo) Ag/Day	Controls by the plot. Diving take of no a solo training flight the tail of the aircraft was raised until the propeller struck the ground. The cause of the accident was been plots facility of the plots of the purpose of the purpose of the common of the purpose of the	Subst. Subst. Subst. Subst. Subst. Subst. Subst.	Rebuilt as VH-FRD.
AAG/2	[DeHavilland] [DeHavilland] Auster Auster [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland]	DH-82 DH-82 DH-82 J.4 J.4 DH-82A DH-82 DH-82 DH-82	29.12.57. 31.12.57. 12.01.58. 17.01.58. 18.01.58. 19.01.58. 20.01.58. 31.01.58.	Parafleld [serodrome] Dunnitown Darwin River Landsdowne Bridge Bankstown [serodrome] Port Moresty [serodrome] nest Benantica Maylands [serodrome] Rockhampton North	south of Darwin Liverpool	SA VIC NT NSW NSW PNG VIC WA	Trng/Day (Solo) Ag/Day PVT Trng/Day (Solo) PV/T/Day Trng/Day (Solo) PV/T/Day Trng/Day (Solo) Ag/Day (Solo) Ag/Day Ag/Day	Control by the plot. Manife size of fin on a solo training flight the tail of the aircraft was raised until the propeller struck the ground. The cause of the accident was the plots lack of experience which the flower than rounds seeing position was a factor. The lating gene Tools the copy draining a lating approach to commence the praying var and the aircraft nosed over into an inverted position. The plots majorized his height above the crop. The plots in policy the height above the crop. The aircraft crashed following an intertocinculal pin because recovery action was commenced too late. The plots that the engine down because of a throttle defect. In the subsequent approach to land the aircraft stalled at an altitude too low for the plot to effect recovery. The plots revelled off too high and overtured when the plot over corrected or a bounce on landing. The aircraft crashed and overtured when the plot over-corrected or a bounce on landing. The aircraft mass of and overtured when the plot over-corrected or a bounce on landing. The aircraft mass forced to land on unsuitable terrain the r.o. an appoint engine failure. The cause of the engine failure was not determined. The plot sunsquiged the approach to land and the aircraft stuck an earther embarkment and over-turned. The aircraft result through the upward boundary force during an attempted take off the one sub-standard strip.	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	Rebuilt as VM+ FRID.
AMX	[DeHavilland]	DH-82 DH-82 J.4 DH-82A DH-82 DH-82 DH-82 DH-82 DH-82 DH-82 J.18	29.12.57. 31.12.57. 12.01.58. 17.01.58. 18.01.58. 19.01.58. 20.01.58. 31.01.58.	Parafield [serodrome] Dunnitown Darwin River Landsdowne Bridge Bankstown Lerodrome] Port Moresby [serodrome] near Benambra Maylands [serodrome] Bockhampton North Parafield [serodrome]	south of Darwin Liverpool	SA VIC NT NSW NSW PNG VIC WA QLD SA	Trng/Day (Solo) Ag/Day PVT Trng/Day Trng/Day (Solo) Ag/Day Trng/Day (Solo) Ag/Day (Solo) Ag/Day (Solo) Ag/Day (Solo)	Controls by the plote. During take of no a solo training flight the tail of the aircraft was raised until the propeller struck the ground. The cause of the accident was the plots lack of experience which the lower than normal senting positions was a factor. The landing gear found the crop during a divine appreciant to commence the spraying run and the aircraft nosed over into an inverted position. The plot monitoring of the height above the crop. The plot is created following an intentional spin because recovery action was commenced too late. The plot the net the engine down because or a frincetic effect, in the subsequent appreciant to land the aircraft stalled at an altitude too low for the aircraft when the plot is the plot the plot the plot the plot when the cause of a frincetic effect, in the subsequent appreciant to land the aircraft stalled at an altitude too low for the aircraft is not a considerable to the plot of the plot and the plot plot of the plot and the plot plot of the plot and the plot plant of the plant and the plant and the plant the plant plant of the plant and the plant pl	Subst.	Rebuilt as YH FRO.
AMX BJG BWG	[DeHavilland] [DeHavilland] Auster Auster [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland]	DH-82 DH-82 J.4 J.4 DH-82	29.12.57. 31.12.57. 12.01.58. 17.01.58. 19.01.58. 20.01.58. 31.01.58. 01.02.58. 02.02.58. 08.02.58. 09.02.58.	Parafield [serodrome] Dunnitown Darwin River Landsdowne Bridge Bankstown Jerodrome] Port Moresby [serodrome] near Benambra Maylands [serodrome] Bookhampton North Parafield [serodrome] near Rockidale near Coleraine	south of Darwin Liverpool S/E Mt. Beauty Perth near Hamilton	SA VIC NT NSW NSW PNG VIC WA QLD SA NSW VIC	Trng/Day (Solo) Ag/Day PVT Trng/Day (Solo) PVT/Day Trng/Day (Solo) Ag/Day Trng/Day (Solo) Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day	Control by the plot. During take of no a solo training flight the tail of the aircraft was raised until the propeller struck the ground. The cause of the accident was the plots lack of experience which the lower than normal senting position was a factor. The landing gear found the crop during a landing approach to commence the spraying run and the aircraft nosed over into an inverted position. The plot monitoring the height above the crop. The plot should the engine down because or a flintent defect, in the subsequent approach to land the aircraft stalled at an altitude too low for the plot should be engine down because or a flintent defect, in the subsequent approach to land the aircraft stalled at an altitude too low for the plot should be relieved of too high and stalled the aircraft when landing, causing it to over turn. The plot event of no high and stalled the aircraft when landing, causing it to over turn. The aircraft nosed in and overturned when the plot over-corrected for a bounce on landing. The aircraft was forced to land on unsubsible terrain due to an apparent engine failure. The cause of the engine failure was not determined. The plot mispulged the approach to land and the aircraft struck an earthern embanisment and over-turned. The aircraft runs through the upward boundary force during an aircraft struck an earthern embanisment and over-turned. The plot embed by the plant of the aircraft in the ground tasked from a sub-standard struct. The plot to misplo happed being and be undergrange collapsed in the results heavy funding. The plot over-turned handing and during the aircraft struck an earthern embanisment and over-turned. The plot over-turned handing and during the aircraft struck and control the other CH42 which had just landed.	Subst.	Rebuilt as VH-FRD.
AMX BJG	[DeHavilland] [DeHavilland] Auster Auster [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland]	DH-82 DH-82 I.4 I.4 DH-82A DH-82 DH-82 DH-82 DH-82 DH-82 DH-82 DH-82	29.12.57. 31.12.57. 12.01.58. 17.01.58. 18.01.58. 19.01.58. 20.01.58. 31.01.58. 01.02.58. 02.02.58. 09.02.58. 09.02.58.	Parafleld (serodrome) Danvin River Danvin River Landsdowne Bridge Bankstown Bridge Roadstown (Bridge) Fort Moreolty (serodrome) near Benambra Maylands (serodrome) Rockhampton North Parafleld (serodrome) near Recklade near Colonia near Colonia near Colonia	south of Darwin Liverpool S/E Mt. Beauty Perth	SA VIC NT NSW NSW PNG VIC WA QLD SA NSW VIC NSW	Trng/Day (Solo) Ag/Day PVT Trng/Day (Solo) PVT/Day Trng/Day (Solo) Ag/Day (Solo) Ag/Day (Solo) Ag/Day Ag/Day Ag/Day Ag/Day	Control by the plot. Manifest Asset On a solo training flight the tail of the aircraft was raised until the propeller struck the ground. The cause of the accident was the plots lack of in-perience which the lower than roomal seeing position was a factor. The plot majority of the plots of the plot plot of the plot plot of the plot plot plot plot of the plot plot plot plot plot plot plot plot	Subst.	Rebuilt as VH-FRD.
AMX BJG BWG	[DeHavilland] [DeHavilland] Auster Auster [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland]	DH-82 DH-82 J.4 J.4 DH-82	29.12.57. 31.12.57. 12.01.58. 17.01.58. 19.01.58. 20.01.58. 31.01.58. 01.02.58. 02.02.58. 08.02.58. 09.02.58.	Parafield [serodrome] Dunnitown Darwin River Landsdowne Bridge Bankstown Jerodrome] Port Moresby [serodrome] near Benambra Maylands [serodrome] Bookhampton North Parafield [serodrome] near Rockidale near Coleraine	south of Darwin Liverpool S/E Mt. Beauty Perth near Hamilton	SA VIC NT NSW NSW PNG VIC WA QLD SA NSW VIC	Trng/Day (Solo) Ag/Day PVT Trng/Day (Solo) PVT/Day Trng/Day (Solo) Ag/Day Trng/Day (Solo) Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day	Countrol by the plote. Moring take of no a solo training flight the tail of the aircraft was raised until the propeller struck the ground. The cause of the accident was the plots take of experience which the blover than normal seeing position was a factor. The solid respective to every device the control of the solid respective to the plots take of the position. The plot many the plots to register does do every device the control of the plot to refer to every device the copy and the plot to refer to every device the copy and the plot to refer to every device the copy and the plot to refer to every device the copy and the plot to refer to every device the plot to refer to every device the plot to every device to every device the plot to refer to every device the plot to refer to every device the plot to refer to every. The plot to refer to every. The plot to refer to only the plot to every device the plot	Subst.	Rebuilt as VH+FRD.
AMX BJG BWG	[DeHavilland] [DeHavilland] Auster Auster [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland]	DH-82 DH-82 J.4 J.4 DH-82	29.12.57. 31.12.57. 12.01.58. 17.01.58. 18.01.58. 19.01.58. 20.01.58. 31.01.58. 01.02.58. 02.02.58. 09.02.58. 09.02.58.	Parafleld (serodrome) Danvin River Danvin River Landsdowne Bridge Bankstown Bridge Roadstown (Bridge) Fort Moreolty (serodrome) near Benambra Maylands (serodrome) Rockhampton North Parafleld (serodrome) near Recklade near Colonia near Colonia near Colonia	south of Darwin Liverpool S/E Mt. Beauty Perth near Hamilton	SA VIC NT NSW NSW PNG VIC WA QLD SA NSW VIC NSW	Trng/Day (Solo) Ag/Day PVT Trng/Day (Solo) PVT/Day Trng/Day (Solo) Ag/Day (Solo) Ag/Day PVT/Day Ag/Day Ag/Day PVT/Day Trng/Day	Countrol by the plote. Description of on a solo training flight the tail of the aircraft was raised until the propeller struck the ground. The cause of the accident was the plots lack of experience which the blover than normal seeding position was a factor. The plot may be compared to the compared to the plot the plot that the service of the country of the plot the plot to the country of the country of the plot to effect received. The plot should be compared to the country of the plot to effect received. The plot received the received to be plot over the received for a bounce on landing. The aircraft real and overtured when the plot over-corrected for a bounce on landing. The aircraft real through the upwind boundary ferrice during an attempted take eff from a sub-standard strip. The plot the effet role by and the undercerringe collapsed in the receivable received processing. The plot received for long and the plot over-corrected processing the plot to effect received. The plot received for long and the undercerringe collapsed in the received travel. The plot received for long and the undercerringe collapsed in the received breath received breath received by the plot when the plot of the aircraft in the ground take eff from a sub-standard strip. The plot received for long and the undercerringe collapsed in the received breath received breath received by the plot when the plot of the aircraft in the ground take eff from the other Dist 2 which had just landed. The plot received the best indept of the aircraft in the ground take eff from the collection of the other Dist 2 which had just lan	Subst.	Arbuilt as VH-FRD.
AMX BJG BWG	[DeHavilland] [DeHavilland] Auster Auster [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland]	DH-82 DH-82 DH-82 J.4 I.4 J.4 DH-82A DH-82	29.12.57. 31.12.57. 12.01.58. 17.01.58. 18.01.58. 19.01.58. 20.01.58. 31.01.58. 01.02.58. 02.02.58. 09.02.58. 09.02.58. 10.02.58.	Parafleld (serodrome) Danvistown Darwin River Landsdowne Bridge Bankstown (serodrome) Port Moresby (serodrome) near Benantiza Maylands (serodrome) Bookhampton North Parafleld (serodrome) near Rockbler near Coleraine near Tooma near Bundsberg	south of Darwin Liverpool S/E Mt. Beauty Perth near Hamilton	SA VIC NT NSW NSW PNG VIC WA QLD NSW VIC NSW QLD	Trng/Day (Solo) Ag/Day PVT Trng/Day (Solo) PVT/Day Trng/Day (Solo) Ag/Day (Solo) (Solo) Ag/Day (Solo) (Solo	Controls by the plot. Our type they be plot. Our type they don't not solo training flight the tail of the aircraft was raised until the propeller struck the ground. The cause of the accident was been plots fact of experience which the fourth that robust seeing position was a factor. Our type the plots are propertied to the plots of the plots the plots of the plots	Subst.	Rebuilt as VH-FRD.
AMX BJG BWG BEY REE?	[DeHavilland] Auster Auster (DeHavilland) [DeHavilland] (DeHavilland) [DeHavilland] (DeHavilland) (DeHavilland) (DeHavilland) (DeHavilland) (DeHavilland) (DeHavilland) (DeHavilland) (DeHavilland)	DH-82 DH-82 DH-82 J-4 J-4 DH-82 DH-82 DH-82 DH-82 DH-82 J-18 DH-82	29.12.57. 31.12.57. 12.01.58. 17.01.58. 18.01.58. 19.01.58. 31.01.58. 01.02.58. 09.02.58. 09.02.58. 10.02.58. 11.02.58.	Parafleld [serodrome] Dunnistown Darwin River Landsdowne Bridge Bankstown (serodrome) Port Moresty (serodrome) nest Benanntra Meylands (serodrome) Rockhampton North Parafleld [serodrome] nest Rockdde nest Coderaine nest Tooma near Bundaberg Tamworth [serodrome]	south of Darwin Liverpool S/E Mt. Beauty Perth near Hamilton	SA VIC NT NSW NSW PNG VIC VIA QLD SA NSW VIC NSW QLD NSW QLD NSW	Trig/Day (Solo) Ag/Day Ag/Day PVT Trig/Day (Solo) FV/T/Day Trig/Day (Solo) Ag/Day Ag/D	control by the plot. Maning state of no a solo training flight the tail of the aircraft was raised until the propeller struck the ground. The cause of the accident was the plots lack of experience which the blover than roomal seeing position was a factor. The lating space of look to expo during a slong approach to common the plot on the plot to expose any and the plot to expose any and the plots of the common the plot to expose any and the plot to experience which the plot to effect recovery. The aircraft result and overtured when the plot over-corrected for a bounce on landing. The aircraft result and overtured when the plot over-corrected for a bounce on landing. The aircraft result and overtured when the plot over-corrected for a bounce on landing. The aircraft result performs the superior boundary from common and the aircraft struck are either meninament and overtured. The plot to effect recovery. The aircraft results perform the superior boundary from common and experiment when the aircraft struck are recovery action was a common and the aircraft struck are recovery. The aircraft results perform the superior boundary from common and the aircraft struck are either emissioners and over trunches. The plot aircraft struck the superior boundary from common and experiment shows the common and the aircraft struck are either emissioners and over trunches. The plot successful the superior boundary from common and experiment shows the successful and the successful processful the successful p	Subst.	Rebuilt as VH-FRD.
AAG/2 AMX BJG BWG BEY REE?	[DeHavilland] Auster Auster (DeHavilland) [DeHavilland] (DeHavilland) [DeHavilland] (DeHavilland) (DeHavilland) (DeHavilland) (DeHavilland) (DeHavilland) (DeHavilland) (DeHavilland) (DeHavilland)	DH-82 DH-82 DH-82 IA IA IA DH-82	29.12.57. 31.12.57. 12.01.58. 17.01.58. 18.01.58. 19.01.58. 20.01.58. 31.01.58. 02.02.58. 08.02.58. 09.02.58. 10.02.58. 11.02.58. 15.02.58.	Parafield (serodrome) Danvistown Danvis River Landsdowne Bridge Bankstame (serodrome) Port Moresby (serodrome) Port Moresby (serodrome) Rockhampton North Backhampton North Bankstame Rockhampton North paraf Rockdale near Coleraine near Bundaberg Tamworth (serodrome) Fishers tiland Fishers tiland	south of Darwin Liverpool S/E Mt. Beauty Perth near Hamilton	SA VIC NT NSW NSW PNG VIC WA QLD SA NSW VIC NSW VIC NSW VIC NSW VIC NSW TAS	Trig/Day (Solo) Ag/Day PVT Trig/Day (Solo) PVT/Day Trig/Day (Solo) Ag/Day Trig/Day (Solo) Ag/Day Trig/Day (Solo) Ag/Day Trig/Day (Solo) Ag/Day PVT/Day Ag/Day Ag/Da	control by the plote. Moring take of no a solo training flight the tail of the aircraft was raised until the propeller struck the ground. The cause of the accident was the plots lack of experience which the blover than roomal seeing position was a factor. The lating space of other to exposition of the plot to exposition of the	Subst.	Rebuilt as VH FRD.
AAG/2 AMX BIG BWG BEY REE?	[Destonland] [Destonland] Auster Auster [Destonland]	DH-82 DH-82 IA IA DH-82A DH-82A DH-82A DH-82A DH-82	29.12.57. 31.12.57. 31.12.57. 12.01.58. 17.01.58. 18.01.58. 19.01.58. 20.01.58. 31.01.58. 01.02.58. 02.02.58. 09.02.58. 10.02.58. 11.02.58. 11.02.58. 11.02.58. 11.02.58.	Parafleld (serodrome) Danwin River Landsdowne Bridge Bankstown (Bridge) Bankstown (Bridge) Fort Moreoly (serodrome) Fort Moreoly (serodrome) Rockhampton North Parafleld (serodrome)	south of Darwin Liverpool S/E Mt. Beauty Perth near Hamilton	SA VIC NT NSW NSW PNG VIC WA QLD SA NSW VIC NSW VIC NSW TAS QLD	Trig/Day (Solo) Ag/Day PVT Trig/Day (Solo) PV/TONY Trig/Day (Solo) PV/TONY Trig/Day (Solo) Ag/Day PV/TONY Trig/Day (Solo) Ag/Day Ag/Day Ag/Day Ag/Day	control by the plote. Moring state of no a solo training flight the tail of the aircraft was raised until the propeller struck the ground. The cause of the accident was the plots lack of experience which the blover than normal seeing position was a factor. The sold may be added to the control of the sold of the sol	Subst.	Rebuilt as VH-FRD.
AAG/2 AMX BIG BWG BEY REE?	[Detectional and] Auster Auster Auster Detectional and [Detection	DH-82 DH-82 DH-82 J.4 J.4 DH-82 DH-82 DH-82 DH-82 DH-82 J.18 DH-82 J.18 DH-82 DH-82 DH-82 DH-82 DH-82 Ambassidor J-85 J.18	29.12.57. 31.12.57. 31.12.57. 31.12.57. 31.12.57. 31.12.57. 31.12.58. 17.01.58. 18.01.58. 19.01.58. 19.01.58. 20.01.58. 31.01.58. 00.02.58. 00.02.58. 00.02.58. 00.02.58. 10.02.58. 21.02.58. 22.02.58. 23.02.58. 27.02.58.	Parafleld [serodrome] Dunnistown Darwin River Landsdowne Bridge Bankstown [serodrome] Port Moresty [serodrome] nest Benanntos Meylands [serodrome] Rockhampton North Parafleld [serodrome] nest Rockdale nest Coderaine nest Tooma near Bundaberg Tamworth [serodrome] Findens Island Towswelle [serodrome] Canberra [serodrome] near Bundaberg	south of Darwin Liverpool 5/E ML Beauty Perth near Hamilton 5/W Turnut [Furneaus Estate]	SA VIC NT NSW NSW PNG VIC WA GLD SA NSW VIC NSW VIC NSW OLD ACT GLD ACT	Tring/Day (2009) PP/T PP/T PP/T PP/T PP/T PP/T PP/T PP/	Control by the plot. Maning state of no a solo training flight the tail of the aircraft was raised until the propeller struck the ground. The cause of the accident was the plots like of experience which the flower than rounds seeing position was a factor. The lating sear body the copy draining a lating approach to commence the praying var and the aircraft nosed over into an inverted position. The plot manipulged his height above the crop and the plot of the copy of the plot to effect recovery. The plot to effect recovery. The plot to reflect the plot to reflect recovery the plot to recover the plot to recovery	Subst.	Rebuilt as VH+ FRID. Rebuilt as VH+ FRID. Publ. Holenut APTZ. Aircraft shipped to Misorablen for regain.
AMX BIG BWG BEY REE?	[Detectional and] Auster Auster Auster Detectional and [Detection	DH-82 DH-82 DH-82 L4 L4 DH-82A DH-82A DH-82 DH-8	29.12.57. 31.12.57. 31.12.57. 12.01.58. 17.01.58. 17.01.58. 18.01.58. 20.01.58. 31.01.58. 01.02.58. 02.02.58. 08.02.58. 09.02.58. 10.02.58. 11.02.58. 15.02.58. 15.02.58. 23.02.58. 27.02.58.	Parafleld [serodrome] Danvin River Landsdowne Bridge Bankstown [serodrome] Fort Moreity [serodrome] near Benantza Maylands [serodrome] Bookhampton North Parafleld [serodrome] near Reckible near Coleraine near Tooma near Bundsberg Tamworth [serodrome] Finders Island Townwolle [serodrome] Cacherra [serodrome]	south of Darwin Liverpool S/E Mt. Beauty Perth near Hamilton	SA VIC NT NSW NSW PNG VIC WA GLD SA NSW VIC NSW VIC NSW ACT ACT	Trig/Day (Solo) Ag/Day PVT Trig/Day (Solo) PVT/Day (Solo) PVT/Day (Solo) PVT/Day (Solo) Ag/Day Trig/Day (Solo) Ag/Day PVT/Day Ag/Day	control by the plot. Maring state of no a solo training flight the tail of the aircraft was raised until the propeller struck the ground. The cause of the accident was the plots lack of experience which the flower than rounds seeing position was a factor. The lating spec hold the copy during a stinge approach to common the plot of the copy of the aircraft was raised until the plot of the copy of the aircraft was read to the copy. The plot is the plot the copy of the c	Subst.	Rebuilt as VH-FRD.
AMX BIG BWG BEY REE?	[Detectional and] Auster Auster Auster Detectional and [Detection	DH-82 DH-82 DH-82 J-4 J-4 J-4 DH-82	29.12.57. 31.12.57. 31.12.57. 31.12.57. 31.12.57. 12.01.58. 17.01.58. 19.01.58. 19.01.58. 31.01.58. 01.02.58. 02.02.58. 08.02.58. 09.02.58. 10.02.58. 10.02.58. 23.02.58. 23.02.58. 23.02.58. 23.02.58. 27.02.58. 01.03.58.	Parafleld [serodrome] Danwin River Landsdowne Bridge Bankstown [serodrome] Fort Moresty [serodrome] rose Benamiza Maylands [serodrome] Rockhampton North Parafleld [serodrome] near Rockham near Colorain near Found Townwith [serodrome] Tamoorth [serodrome] Tamoorth [serodrome] Tamoorth [serodrome] Tamoorth [serodrome] Canberra [serodrome] Canberra [serodrome] near Founditie [serodrome] near Gomities [serodrome]	south of Darwin Liverpool 5/E ML Beauty Perth near Hamilton 5/W Turnut [Furneaus Estate]	SA VIC NT NSW NSW PNG VIC UVA ASA NSW VIC UVA ACT ACT QLD NSW	Tring/Day (Solid) PVT Tring/Day (Solid) PVT/Day (Solid) PV/TOSy (Solid) PP/TOSy (Solid) PP/TOSy (Solid) PP/TOSy (Solid) PP/TOSy PV/TOSy PV/TOS	Controls by the polic. Maring take of no a solo training flight the tail of the aircraft was raised until the propeller struck the ground. The cause of the accident was the pinch take of in-particular the formation of the pinch take of the particular the formation of the pinch take of the pinch	Subst.	Rebuilt as VH FRD.
AMX BIG BWG BEY REE?	[Detectional and] Auster Auster Auster Detectional and [Detection	DH-82 DH-82 DH-82 L4 L4 DH-82A DH-82A DH-82	29.12.57. 31.12.57. 31.12.57. 31.12.57. 31.12.57. 31.12.57. 31.12.58. 17.01.58. 18.01.58. 19.01.58. 31.01.58.	Parafleld [serodrome] Danvin River Landsdowne Bridge Bankstown [serodrome] Fort Moresty [serodrome] Fort Moresty [serodrome] Rockhampton North Parafleld [serodrome] Rockhampton North Parafleld [serodrome] near Rockbale near Colerana near Tourna Tamoorth [serodrome] Finders Island Townwide [serodrome] Canberra [serodrome] near Foundaberg Tamoorth [serodrome] Canberra [serodrome] near Tournaville [serodrome] near Graffishs (serodrome) near Graffishs (serodrome) near Tournaville near Graffishs (serodrome) near Tournaville near Graffishs (serodrome) near Tournaville near Graffishs (serodrome) near Talbingo near Gatton	south of Darwin Liverpool S/E ML Beauty Perth Perth Rear Hamilton S/W Turnut [Furneaux Estate]	SA VIC NT NSW NSW PNG VIC VIA A GLD SA NSW VIC NSW VIC C NSW VIC NSW	Tring/Day (Solo) PVT Tring/Day (Solo) PVT/Day PVT/	Control by the polic. Maring take of no a solo training flight the tail of the aircraft was raised until the propeller struck the ground. The cause of the accident was the pinch take of in-particular that the service of the accident was a detail. The pinch majority of the pinch take the pinch take of the pinch t	Subst.	Rebuilt as VH+ FRID. Rebuilt as VH+ FRID. Pack Holenat APYTZ. Aircraft shapped to Misorabbin for repair.
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SSW	Percival	EP.9	15.04.58.	Moorabbin [aerodrome]		VIC	PVT/Day	immediately after take-off the aircraft climbed steeply, stalled and crashed to the ground on the aerodrome. The elevator cables had been installed so as to reverse the normal operating sense.	Subst.	Austin W. Miller (Super Spread founder) and Pax. Bill SYMONS seriously injured. Aircraft was on late afternoon test flight post rebuild after the Flinders Id.accident.
	[DeHavilland]	104	17.04.58.	Swan Hill [aerodrome]		VIC	RPT/Day	During the landing roll the nose wheel assembly collapsed, probably as a result of a poorly executed landing which imposed abnormal side	Subst.	
RNP	[DeMavilland]	DH-82	19.04.58.	Booralong Station	near Armidale	NSW	PVT/Day	loads on the nosewheel. The aircraft collided with a tree whilst engaged on an unauthorised low level message dropping flight.	Dest	
DIVIN	[DeHavilland]	DHC-1T	20.04.58.	Moorabbin [aerodrome]	ileal Allilluale	VIC	PVT/Day	The aint air Chineev with a tree wints a tree group or an unaturative or weet message or opping right. The pilot of the Proctor aircraft failed to keep a proper look and that a stationary DMC-1. The pilot of the proctor aircraft failed to keep a proper look and taxed and those a stationary DMC-1.	Minor	
BNB/2	Percival	Proctor		*					Subst.	
BVA?	Auster Cessna	J.1B 170 [B]	21.04.58. 22.04.58.	Cape Portland	near Launceston	NSW TAS	PVT/Day PVT/Day	The starboard undercarriage collapsed when the aircraft stalled and struck the ground heavily after a landing bounce. As full power was applied for take-off the pilot's seat slid to the full rearward position from where he was unable to reach the controls.	Subst.	
								The aircraft ground-looped damaging the undercarriage.		
BYC	Avro	643 J.1B	22.04.58. 25.04.58.	near Walcha near Dirranbandi		NSW QLD	Ag/Day CHTR/Day	The aircraft stalled at low height in mountainous terrain. Whilst low flying, the aircraft dived into the ground and was destroyed by fire.	Subst.	
GWB	[DeHavilland]	DH-82	28.04.58.	Rockhampton [aerodrome]		QLD	Trng/Day	When the airrorff was started with only an inexperienced pilot in the coverage of the coverage	Subst.	
		DH-82					(Dual)		L	
AHN	[DeHavilland]	DH-82	28.04.58.	near Serpentine		WA	Ag/Day	Under conditions of overload and following wind the aircraft became airborne on take-off for a superphosphate spreading operation but failed to clear the upwind fence.	Subst.	
MMP	[DeHavilland]	104	03.05.58.	Derby [aerodrome]		WA	RPT/Day	The pilot forgot to lower the undercarriage for the landing after lowering it then retracting it to clear a suspected fault in the electrical	Subst.	
_	[Schneider]	[D.H.104 Mk.5] "Kingfisher"	04.05.58.	near Willunga	Adelaide	SA	PVT/Day	position indicating equipment. The warning horn was inoperative due to a ruptured fuse. Whilst slope soaring in marginal conditions the aircraft lost height. During an attempt to reach a suitable landing area the aircraft stalled and	Subst.	
	(Schilledocr)	Glider	04.03.30.		Auciuloc	3/1	111,009	struck the ground.	Jubat.	
AYY	[DeHavilland]	DH-82	05.05.58.	Goulburn [aerodrome]		NSW	PVT/Day	During a landing approach the aircraft crashed to the ground from a near vertical banked position.	Dest.	
KSC *	Auster	J.1N	06.05.58. 14.05.58	Bilinga [aerodrome] N/K	S/E of Brisbane N/K	QLD N/K	CHTR/Day N/K	Whilst manoeuvring on a taxiway the port wheel struck a cone marker and the aircraft tipped onto its nose. ASN Database (and LST report: "Destroyed by fire." No further details known	Subst.	
BVD	Cessna	190	21.05.58.	Kompian [airstrip]	-4,0	PNG	CHTR/Day	During the landing roll a swing to the right could not be corrected because of a defective brake and the aircraft ground looped collapsing the	Subst.	
INP		"Diinn" Helicopter.		near Gatton				undercarriage.	L	
BNB/2	Percival	"Djinn" Helicopter. Proctor	21.05.58. 23.05.58.	near Gatton near Chiltern		QLD VIC	Ag/Day PVT/Day	During a low level spraying run when the aircraft was hovering close to the ground it dropped heavily to the ground and overturned. When flying in low cloud and rain the aircraft collided with trees.	Subst.	
	[DeHavilland]	DH-82	24.05.58.	Camden [aerodrome]		NSW	PVT/Day	The aircraft nosed over whilst landing in gusty conditions beyond the skill of the pilot.	Subst.	
BTR	[DeHavilland]	DH-82	25.05.58.	near Pinjarra		WA	Ag/Day	During a low level spraying run the aircraft flew into the ground when the pilot attempted to signal to a marker.	Subst.	
	[DeHavilland]	DH-82	30.05.58.	Tamworth [aerodrome]		NSW	Trng/Day (Solo)	During a go-around, following a landing bounce the tail was raised too high causing the aircraft to nose over.	Subst.	
	Piper	PA-22	04.06.58.	near Cygnet		TAS	CHTR/Day	The undercarriage collapsed during a forced landing arising from carburettor icing. The pilot landed heavily crosswind.	Subst.	
RVP/2	Piper	PA-22[-160]	06.06.58.	near Selby	N/E of Moorabbin	VIC	PVT/Day	The aircraft dived steeply out of cloud and into the side of a hill. The pilot who was not an experienced instrument pilot probably lost control white fibries in cloud.	Dest.	
RJC	Cessna	182A	07.06.58.	near Edungalba	near Rockhampton	QLD	AWK/	whilst flying in cloud. Whilst the pilot was attempting to fly by ground references in darkness and rain under a low cloud base the aircraft flew into a densely	Dest.	
							(Medical Evac)	timbered ridge.		
AGG	Lockheed.	Hudson [1-414-56]	08.06.58.	Lae [aerodrome]		PNG	AWK/ (Survey)	During a practice asymmetric approach to land with the left engine inoperative the aircraft suddenly rolled to the left and dived steeply into the	Dest.	
CRI	[DeHavilland]	[L-414-56] DH-82	08.06.58.	Home Hill	near Inkerman	QLD	(Survey) PVT/Day	sea. During aerobatic manoeuvres the aircraft entered a spin and recovery was not fully effected before it struck trees and the ground.	Subst.	
BLW	[DeHavilland]	DH-82 DH-82	10.06.58. 16.06.58.	near Gnowangerup near Wagin	near Katanning South of Narrogin	WA WA	Ag/Day Ag/Day	During an approach to land in a field the aircraft struck a pole supporting telephone wires which the pilot failed to observe. During a landing in a field containing patches of thick pasture the port undercarriage was damaged by striking a stone obscured in the grass.	Subst.	
TH_?	Hiller	12C	17.06.58.	Melbourne [Airport]	Essendon	VIC	Trng/Day (Dual)	During a landing in a new containing patches or thick pasture the port undercarriage was damaged by striking a stone doscured in the grass. Ouring a practice autorotation landing by a pilot under instruction the tail rotor struck the ground.	Subst.	
	10-11-21-22	DH-82	19.06.58.	near Quirindi		No.	(Dual)			
	[DeHavilland]	DH-82	19.06.58.	near Quirindi		NSW	Ag/Day	Whilst spraying at a low level the propeller became detached and the aircraft struck a tree in the forced landing. The crankshaft failed near the propeller keyway possibly as the result of damage sustained in a previous accident.	Subst.	
GDM?	Hutter	H17	03.07.58.	near Alice Springs		NT	PVT/Day	Whilst slope soaring the pilot crossed to the downwind side of the ridge, and in attempting to return was forced onto the top of the ridge.	Subst.	
BWD/2	[Daktavilland]	Glider DHC-1T.10	03.07.58.	Mount Pleasant	near Sanderson	E4	DI/T/Day		Dest	
	(Deriuvinano)	DMC-11.10		Mount Pleasant	near sanderson	SA	PVT/Day	After flying low over a homestead the aircraft was observed to climb steeply and apparently stall at about 700 feet. Control was not regained and the aircraft dived to the ground and caught fire.	Dest.	
BWG	Auster	J.1B	04.07.58.	Parafield [aerodrome]		SA	PVT/Day	The aircraft caught fire when fuel from the carburettor spilt on the apron and became ignited by a backfire during starting.	Subst.	
GSA	[Noorduyn]	UC-64A "Norseman"	08.07.58.	Mendi Valley		PNG	CHTR/Day	The aircraft was observed to spiral out of low cloud and strike the ground. The flight was being made in mountainous terrain in hazardous weather which probably caused the pilot to lose control of the aircraft.	Dest.	Ed Coates site quotes 'aircraft caught in a thunderstorm'
BTR	[DeHavilland]	Norseman DH-82	10.07.58.	near Yelbeni	North of Kellerberrin	WA	Ag/Day	wearner which probably caused the pilot to lose control or the aircraft of the aircraft did not accelerate properly on take-off because of an upslope and soft ground, with the result that it became airborne too late to	Subst.	
								climb clear of trees along the take-off path.		
	Avro	Anson	28.07.58.	Port Moresby [aerodrome]		PNG	CHTR/Day	The undercarriage collapsed during landing roll when a loose spring washer fouled the actuating mechanism and prevented the landing gear from latching in the down position.	Subst.	
FBN	[DeHavilland]	DH-82	03.08.58.	Radium Hill	near ???	SA	PVT/Day	During a forced landing due to engine failure due to fuel starvation the aircraft stalled and struck the ground out of control.	Subst.	
EAY	[DeHavilland]	DHC-3	03.08.58.	Tapini [airstrip]		PNG	CHTR/Day	Following a heavy landing and bounce the propeller contacted the ground and the aircraft ran off the strip collapsing the (R/H) undercarriage.	Subst.	Pilot Ken MONTAGU. Carrying heavy parts for a saw mill. ASN ref # 82857
\vdash	[DeHavilland]	DH-82	04.08.58.	near Stawell		VIC	Ag/Day	During a landing approach the undercarriage struck the top wire of the boundary fence and the aircraft crashed onto its nose.	Subst.	H3N ICI # 6403/
AUK	[DeHavilland]	DH-82	05.08.58.	Corowa [aerodrome]		NSW	Trng/Day	When an inexperienced pilot landed downwind the aircraft overshot ran into a drain and overturned.	Subst.	AHSA = 'Albury'
AKA	[DeHavilland] Avro									
BNY	AVIO	DH-82	10.08.58.	Albion Park [aerodrome]	Wollongong	NSW	PVT/Day	During an approach to land the aircraft stalled onto the boundary fence and overturned.	Subst.	
	[DeHavilland]			Albion Park [aerodrome] Aroa airstrip near Dalwallinu	Wollongong near Moora	PNG WA	PVT/Day CHTR/Day Ag/Day	Directional control was lost when a tyre blew out on take-off. The starboard undercarriage collapsed.		
AAP/2	[DeHavilland] Avro	DH-82 Anson DH-82 643	10.08.58. 12.08.58. 21.08.58. 22.08.58.	Aroa airstrip near Dalwallinu South Grafton [aerodrome]		PNG WA NSW	CHTR/Day Ag/Day PVT/Day	Directional control was lost when a tyre liew out on take off. The starboard undercarriage collapsed. The aircraft struck a post and wires during approach to land. The aircraft struck a fence and overturned during a forced landing following a loss of engine power due to fuel starvation.	Subst. Subst. Subst. Subst.	
	[DeHavilland]	DH-82 Anson DH-82 643 DHC-2	10.08.58. 12.08.58. 21.08.58. 22.08.58. 23.08.58.	Aroa airstrip near Dalwallinu South Grafton [aerodrome] near Goulburn	near Moora	PNG WA NSW NSW	CHTR/Day Ag/Day PVT/Day Ag/Day	Directional control was lost when a tyre blew out on take off. The starboard underarriage collapsed. The aircraft structs and universed unique proportion to land. The aircraft structs a fence and overturned during a formed landing following a loss of engine power due to fuel starvation. The aircraft structs a fence and overturned during a formed landing following a loss of engine power due to fuel starvation. The aircraft structs a fence and overturned during a simulated appearant to a proposed motion great.	Subst. Subst. Subst. Subst. Subst.	
		DH-82 Anson DH-82 643	10.08.58. 12.08.58. 21.08.58. 22.08.58.	Aroa airstrip near Dalwallinu South Grafton [aerodrome]	near Moora	PNG WA NSW NSW QLD	CHTR/Day Ag/Day PVT/Day	Overctional control was lost when a tyre blew out on take off. The starboard underraringe collapsed. The aircraft structs a form darwise stding approach to land. The aircraft structs a fence and overtuned during a firered landing following a loss of engine power due to fuel starvation. The aircraft structs a fence and overtuned during a firered landing following a loss of engine power due to fuel starvation. A heavy landing by an inexperienced pilot resulted in the collapse of the port undervarriage.	Subst. Subst. Subst. Subst.	
TSC	[DeHavilland] Auster [DeHavilland]	DH-82 Anson DH-82 643 DHC-2 J.1N	10.08.58. 12.08.58. 21.08.58. 22.08.58. 23.08.58. 24.08.58. 25.08.58.	Aroa airstrip near Dalwallinu South Grafton [serodrome] near Goulburn Ingham [aerodrome] near Three Springs	near Moora	PNG WA NSW NSW QLD	CHTR/Day Ag/Day PVT/Day Ag/Day Trng/Day (Solo) Ag/Day	Directional control was lost when a tyre Blew out on take loff. The starbased undercarriage collapsed. The aircraft struck a post and wires during approach to land. The aircraft struck a force and overtureed during a forced landing following a loss of engine power due to feel starvation. The aircraft struck a power line earling wer during a simulated appreach to a proposed landing area. A heavy landing by an inepersenced polic results of the collapsed of the port undercarriage. After running into soft ground during take-off the aircraft swung and collided with a tree.	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	
	[DeHavilland] Auster	DH-82 Anson DH-82 643 DHC-2 J.1N	10.08.58. 12.08.58. 21.08.58. 22.08.58. 23.08.58. 24.08.58.	Aroa airstrip near Dalwallinu South Grafton [aerodrome] near Goulburn Ingham [aerodrome]	near Moora Grafton	PNG WA NSW NSW QLD	CHTR/Day Ag/Day PVT/Day Ag/Day Trng/Day (Solo)	Directional control was lost when a tyre blew out on take off. The starboard underarriage collapsed. The aircraft struck a brace and overtuned during a forcred landing following a loss of engine power due to fuel starvation. The aircraft struck a fence and overtuned during a forcred landing following a loss of engine power due to fuel starvation. The aircraft struck a fence and overtuned during a forcred landing following a loss of engine power due to fuel starvation. A heavy landing by an inexperienced plot resulted in the collapse of the port underarriage. After numbing into soft ground during take off the aircraft source and collided with a tree. Coming seroblacts the aircraft entered an inadevertent spin. The plot was apparently unable to take effective recovery action before the	Subst. Subst. Subst. Subst. Subst. Subst.	
TSC	[DeHavilland] Auster [DeHavilland]	DH-82 Anson DH-82 643 DHC-2 J.1N	10.08.58. 12.08.58. 21.08.58. 22.08.58. 23.08.58. 24.08.58. 25.08.58.	Aroa airstrip near Dalwallinu South Grafton [serodrome] near Goulburn Ingham [aerodrome] near Three Springs	near Moora Grafton	PNG WA NSW NSW QLD	CHTR/Day Ag/Day PVT/Day Ag/Day Trng/Day (Solo) Ag/Day	Directional control was lost when a type liew out on take off. The starboard underraringe collapsed. The aircraft struck a fines and overtuned during a finested landing following a loss of engine power due to fuel starvation. The aircraft struck a fines and overtuned during a finested landing following a loss of engine power due to fuel starvation. The aircraft struck a fines and overtuned during a finested landing following a loss of engine power due to fuel starvation. A heavy landing by an inexperienced pilot resulted in the costapse of the port undercarriage. After numning into soft ground during take-off the aircraft swang and collided with a tree. During generations the aircraft entered an inselventer and in aircraft struck the ground. Softry after becoming advonce the aircraft began to settle towards the ground. The plot was apparently unable to take effective recovery action before the aircraft struck the ground.	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	
TSC	[DeHavilland] Auster [DeHavilland] [DeHavilland]	DH-82 Anson DH-82 643 DHC-2 J.1N DH-82 DH-82 DH-82	10.08.58. 12.08.58. 21.08.58. 22.08.58. 22.08.58. 23.08.58. 24.08.58. 25.08.58. 31.08.58.	Aroa airstrip near Dalwallinu Sont Gardnon (aerudrome) near Goulburn ingham (aerudrome) near Three Springs near Casino Rankin River (aerudrome)	near Moora Grafton	PNG WA NSW NSW QLD WA NSW	CHTR/Day Ag/Day PVT/Day Ag/Day Trng/Day (Solo) Ag/Day PVT/Day CHTR/Day	Directional control was lost when a tyre liew out on take off. The starboard undercarriage collapsed. The aircraft struck a fence and overtuneed during a forced landing following a loss of engine power due to feel starboard. The aircraft struck a fence and overtuneed during a forced landing following a loss of engine power due to feel starboard. The aircraft struck a fence and overtuneed during a forced landing following a loss of engine power due to feel starboard. A heavy landing by an inexperienced plot resulted in the collapse of the port undercarriage. Alter running into soft ground during take off the aircraft suway and collided with a rec. During serobatics the aircraft entered an inadvertent spin. The plot was apparently unable to take effective recovery action before the aircraft struck the ground. The charty affect recogning authors the aircraft begin to settle towards the ground. The pilot dandoned the take off and landed straight alhead	Subst.	
TSC	[DeHavilland] Auster [DeHavilland] [DeHavilland]	DH-82 Anson DH-82 643 DHC-2 J.1N DH-82 DH-82	10.08.58. 12.08.58. 21.08.58. 22.08.58. 22.08.58. 23.08.58. 24.08.58. 25.08.58. 31.08.58.	Area airstrip near Dalwalinu South Grafton Investionne near Goulburn Ingham Gerdorme near Three Springs near Casino Rankin River Jerodrome near Morabbin Gerdorme	near Moora Grafton	PNG WA NSW NSW QLD WA NSW	CHTR/Day Ag/Day Ag/Day PVT/Day Ag/Day Trng/Day (Solo) Ag/Day PVT/Day CHTR/Day Trng/Day (Solo)	Directional control was lost when a tyre liew out on take off. The starboard underarriage collapsed. The aircraft struck a fence and overturned during a forced landing following, a loss of engine power due to feel startwiston. The aircraft struck a fence and overturned during a forced landing following, a loss of engine power due to feel startwiston. The aircraft struck a power line earthing wite during a simulated sepace to a prosposed landing area. A Theory landing by an inexperienced plot resulted in the collapse of the port underarriage. Alter running into soft ground during take off the aircraft swung and collided with a tree. During serobatics the aircraft entered an inadevertent spin. The plot was apparently unable to take effective recovery action before the aircraft swunch the ground. The control of the aircraft swung and collided with a tree. The engine failed plot after take off when a fuel tank ran day. During the forced landing the aircraft struck a fence and overturned.	Subst.	
TSC	[DeHavilland] Auster [DeHavilland] [DeHavilland]	DH-82 Anson DH-82 643 DHC-2 J.1N DH-82 DH-82 DH-82 PA-24 DHC-1 L-58	10.08.58. 12.08.58. 21.08.58. 22.08.58. 23.08.58. 24.08.58. 25.08.58. 31.08.58. 02.09.58. 14.09.58.	Area alterrip new Dalvediffer South Graffon (serodrome) near Goodburn ingham (serodrome) near Coolburn ingham (serodrome) near Three Springs near Casino Rankin River (serodrome) near Moorabbin (serodrome) near Moorabbin (serodrome) near Charleville	near Moora Grafton	PNG WA NSW NSW QLD WA NSW VIC	CHTR/Day Ag/Day Ag/Day PVT/Day Ag/Day Trng/Day (Solo) Ag/Day PVT/Day CHTR/Day Trng/Day (Solo) PVT/Day	Directional control was lost when a tyre blew out on take-off. The starboard undercarriage collapsed. The aircraft strucks a brace and overtured during a forecast landing following a loss of engine power due to fuel starvation. The aircraft strucks a brace and overtured during a forecast landing following a loss of engine power due to fuel starvation. The aircraft strucks a power fine earthing were during a simulated peoples to a prepoposal landing area. A levery landing by an inexperienced plot resulted in the collapse of the port undercarriage. All recorning landing by an inexperienced plot resulted in the collapse of the port undercarriage. All recorning landing by an inexperienced plot resulted in the collapse of the port undercarriage. During acroadstruck the aircraft entered an insuferented span. The pilot was apparently unable to take effective recovery action before the aircraft struck the ground. Shortly after becoming airborne the aircraft seggent to settle towards the ground. The pilot abandomed the take-off and landed straight shead with the funding gene retreated. The origins faked part after take off when a fact take tax and my. During the forced landing the aircraft struck a fence and overturned. The pilot staff struckard control which landing on a readowy and the undercarriage collapsed.	Subst.	OCA report quotes 14.08.58 - typo.
TSC	[DeHavilland] Auster [DeHavilland] [DeHavilland]	DH-82 Anson DH-82 643 DHC-2 J.1N DH-82 DH-82 DH-82	10.08.58. 12.08.58. 21.08.58. 22.08.58. 22.08.58. 23.08.58. 24.08.58. 25.08.58. 31.08.58.	Area airstrip near Dalwalinu South Grafton Investionne near Goulburn Ingham Gerdorme near Three Springs near Casino Rankin River Jerodrome near Morabbin Gerdorme	near Moora Grafton	PNG WA NSW NSW QLD WA NSW	CHTR/Day Ag/Day Ag/Day PVT/Day Ag/Day Trng/Day (Solo) Ag/Day PVT/Day CHTR/Day Trng/Day (Solo) PVT/Day	Directional control was lost when a tyre liew out on take off. The starboard underarriage collapsed. The aircraft struck a fence and overturned during a forced landing following, a loss of engine power due to feel startwiston. The aircraft struck a fence and overturned during a forced landing following, a loss of engine power due to feel startwiston. The aircraft struck a power line earthing wite during a simulated sepace to a prosposed landing area. A Theory landing by an inexperienced plot resulted in the collapse of the port underarriage. Alter running into soft ground during take off the aircraft swung and collided with a tree. During serobatics the aircraft entered an inadevertent spin. The plot was apparently unable to take effective recovery action before the aircraft swunch the ground. The control of the aircraft swung and collided with a tree. The engine failed plot after take off when a fuel tank ran day. During the forced landing the aircraft struck a fence and overturned.	Subst.	SCA report quoties 14.08.58 - type.
TSC	[DeHavilland] Auster [DeHavilland] [DeHavilland] Piper [DeHavilland] Stinson [DeHavilland] Cessna	DH-82 Anson DH-82 643 DHC-2 L1N DH-82 DH-82 PA-24 DHC-1 L58 DH-82 T72	10.08.58. 12.08.58. 21.08.58. 22.08.58. 23.08.58. 24.08.58. 25.08.58. 31.08.58. 02.09.58. 14.09.58.	Area airstrip new Dissellinu South Grafton (serodrome) near Goulbum Ingham [serodrome] near Goulbum Ingham [serodrome] near Three Springs near Casino Rankin River [serodrome] near Moorabbin [serodrome] near Moorabbin [serodrome] Arbub [serodrome] Arbub [serodrome] Arbub Sore	near Moora Grafton	PNG WA NSW NSW QLD WA NSW VIC QLD VIC VIC QLD NSW	CHTR/Day Ag/Day Ag/Day PVT/Day Ag/Day Trmg/Day (Solo) Ag/Day Trmg/Day (Solo) Trmg/Day CHTR/Day Trmg/Day (Solo) Trmg/Day (Solo) Trmg/Day (Solo) Trmg/Day (Cutal) CHTR/Day Trmg/Day (Cutal)	Directional control was lost when a type liew out on take off. The starboard undercarriage collapsed. The aircraft struck a fence and overturned during a forced landing following a loss of engine power due to fuel starvation. The aircraft struck a fence and overturned during a forced landing following a loss of engine power due to fuel starvation. The aircraft struck a power line earthing wise during a simulated sepace to a prosposed and familiar gaves. A heavy landing by an inexperienced plot resulted in the collapse of the port undercarriage. Alter numning into soft ground during take off the aircraft survaing and collided with a tree. During serobatics the aircraft entered an inadvertent spin. The plot was apparently unable to take effective recovery action before the aircraft struck the ground. Softry after becoming authors the aircraft began to settle towards the ground. The plot abandoned the take-off and landed straight shead with the funding gear retracted. The eight last directional control white landing on a randway and the undercarriage collapsed. Loss designed as spensions of an engine start resulted in the aircraft pushing the chocks aside and then moving forward to collide with a hanger. Just after becoming authors the aircraft collided with a hangeron. The aircraft award off the strip and damaged the undercarriage.	Subst.	SCA report quettes 14.08.58 - type.
TSC	[DeHavilland] Auster [DeHavilland] [DeHavilland] Piper [DeHavilland] Stinson [DeHavilland]	DH-82 Anson DH-82 643 DH-62 J.IN DH-82 DH-82 DH-82 DH-82 PA-24 DHC-1 L-58 DH-82 172 172	10.08.58. 12.08.58. 21.08.58. 21.08.58. 22.08.58. 23.08.58. 24.08.58. 31.08.58. 02.09.58. 02.09.58. 14.09.58.	Area airstrip new Dubulliou South Graffon (airordome) new Goulburn Ingham (aerodome)	near Moora Grafton Perengiari \$5/W of Darwin near 77?	PNG WA NSW NSW QLD WA NSW VIC QLD NSW ST VIC QLD NSW SA QLD	CHTR/Day Ag/Day PVT/Day Ag/Day Tmg/Day (Solo) Ag/Day PVT/Day PVT/Day CHTR/Day Tmg/Day (Solo) PVT/Day Tmg/Day (Solo) PVT/Day Tmg/Day (Dual) CHTR/Day Ag/Day Ag/Day	Directional control was lost when a tyre blev out on take off. The starboard underarriage collapsed. The aircraft struck a fence and overturned during a forcred landing following a loss of engine power due to five starvation. The aircraft struck a fence and overturned during a forcred landing following a loss of engine power due to five starvation. The aircraft struck a power line earthing wire during a simulated seponse to a prosposed landing area. A heavy landing by an inexperience plot resulted in the collapse of the port underarriage. Offer number gives a language during simulated seponse collected with a true. During account to the aircraft entered an inadvertent spin. The plot was apparently unable to take effective recovery action before the aircraft struck the ground. Stority after becoming althorne the aircraft stepan to settle towards the ground. The plot abandoned the take off and landed straight shead with the landing gene retracted. The engine falled just after stake off when a five I tank ran dry. During the forced landing the aircraft struck is fence and overturned. The plot lost directional control wholst landing on a nodeway and the undercarriage collapsed. The plot lost directional control wholst landing on a nodeway and the undercarriage collapsed. Journal of the committee of the control of	Subst.	DCA report quotes 14.08.58 - typo.
TSC	[DeHavilland] Auster [DeHavilland] [DeHavilland] Piper [DeHavilland] Stinson [DeHavilland] Cessna	DH-82 Anson DH-82 643 DHC-2 L1N DH-82 DH-82 PA-24 DHC-1 L58 DH-82 T72	10.08.58. 12.08.58. 21.08.58. 22.08.58. 23.08.58. 24.08.58. 25.08.58. 31.08.58. 02.09.58. 14.09.58.	Area airstrip new Dissellinu South Grafton (serodrome) near Goulbum Ingham [serodrome] near Three Springs near Casino Rankin River [serodrome] near Moorabbin [serodrome] near Moorabbin [serodrome] near Moorabbin [serodrome] Arbub [serodrome] Arbub [serodrome] Arbub Sore	near Moora Grafton	PNG WA NSW NSW QLD WA NSW VIC QLD VIC VIC QLD NSW	CHTR/Day Ag/Day Ag/Day Ag/Day Ag/Day Trng/Day (Solo) Ag/Day Trng/Day (Solo) PVT/Day CHTR/Day Trng/Day (Solo) PVT/Day Trng/Day (Solo) PVT/Day Trng/Day (Solo) PVT/Day Trng/Day (Solo) Ag/Day Ag/Day Ag/Day Ag/Day	Directional control was lost when a type liew out on take off. The starboard undercarriage collapsed. The aircraft struck a fence and overturned during a forced landing following a loss of engine power due to fuel starvation. The aircraft struck a fence and overturned during a forced landing following a loss of engine power due to fuel starvation. The aircraft struck a fence and overturned during a structed reporant to a prosposed and during a sensitive and ending area. A heavy landing by an inexperienced plate resulted in the collapse of the port undercarriage. After running into soft ground during take off the aircraft avouring and collede with a tree. During serobatics the aircraft entered an indevertent spin. The plate of the aircraft struck is the aircraft struck are ground. Softryl after becoming adhoren the aircraft began to settle towards the ground. The plint abandoned the take-off and landed straight shead with the lunding gear retracted. The eigen failed paid street sale of when a fuel tank ran dry. During the forced landing the aircraft struck is fence and overturned. The plot lost directional control wholst landing on a roadway and the undercarriage collapsed. To all after becoming afformer the aircraft public with a languar. Journal of the structure of the proper land resulted in the aircraft publing the choice saide and then moving forward to collide with a hangar. Journal and proper land and proper land resulted in the structure of the lacked saide and then moving forward to collide with a hangar. Journal and proper land and proper land resulted in the structure of the lacked saide and then moving forward to collide with a hangar. Journal and proper land and proper land resulted in the structure of the lacked saide and then moving forward to collide with a hangar. Journal and proper land and proper land resulted in the structure of the lacked of the structure of the structure of the lacked with a hangar.	Subst.	SCA report quotes 14.08.58 - typo.
TSC SNC DMD?	[DeHavilland] Auster [DeHavilland] [DeHavilland] Piper [DeHavilland] Stinson [DeHavilland] Cessna	DH-82 Anson DH-82 683 DH-C2 J.11N DH-82 DH-82 DH-82 DH-82 DH-82 T-98 DH-82 T-98 T-98 T-98 T-98 T-98 DH-82 DH-83	10.08.58. 12.08.58. 21.08.58. 21.08.58. 22.08.58. 24.08.58. 24.08.58. 25.08.58. 31.08.58. 02.09.58. 14.09.58. 14.09.58.	Area airstrip new Dalveilliou South Grafton (serondrome) near Dalveilliou South Grafton (serondrome) near Groutburn Ingham (serondrome) near Three Springs near Casino Rankin River (serondrome) near Moorabbin (serondrome) near Moorabbin (serondrome) Dabbo (serondrome) Dabbo (serondrome) Arbula Bore near Gatton near Bundaria	near Moora Grafton Percenjori S/W of Darwin near ??? South of Invereil	PNG WA NSW NSW QLD WA NSW QLD VA NSW OLD VIC VIC QLD NSW SA QLD NSW	CHTR/Day Ag/Day PVT/Day Ag/Day Tmg/Day (Solo) Ag/Day PVT/Day PVT/Day CHTR/Day Tmg/Day (Solo) PVT/Day Tmg/Day (Solo) PVT/Day Tmg/Day (Dual) CHTR/Day Ag/Day Ag/Day	Directional control was lost when a tyre blev out on take-forf. The starboard undercarriage collapsed. The aircraft struck as fence and overturned during a forecast londing following a loss of engine power due to fuel starvation. The aircraft struck as fence and overturned during a forecast londing following a loss of engine power due to fuel starvation. The aircraft struck as fence and overturned during a structured suppose to a proposed landing area. A fency landing by an inexperienced plot resulted in the collapse of the port undercarriage. All recoving landing by an inexperienced plot resulted in the collapse of the port undercarriage. All recoving landing by an inexperienced plot resulted in the collapse of the port undercarriage. All recoving landing by an inexperienced plot resulted in the collapse of the port undercarriage. All recoving landing by an inexperienced plot resulted in the collapse of the port undercarriage. During accordance is accord an inschere test pan. The plot was apparently unable to take effective recovery action before the aircraft struck the ground. Shortly after becoming airborne the aircraft beggan to settle towards the ground. The pilot abandomed the take-off and landed straight shead with the lunding gene retreated. The engine fasted past after take off when a fact tank ran day. During the forced landing the aircraft strucks a fence and overturned. The pilot test detercardance control which teaching on a manakey and the undercarriage collapsed. Inadequate supervision of an engine tartl resulted in the aircraft pushing the chocks aside and them moving forward to collide with a hanger. South after becoming airborne the aircraft collided with a kangeroo. The aircraft sound off the bord and danaged the undercarriage. Coming a supervigent deposited a loss of these them aircraft towards a loss hanger global. Faulth Pring peoples caused an inexperienced plant to over correct for a landing bounce. The aircraft towards and contrained. When the tow was sentended presenta	Subst.	SSA report quoties 14.08.581 - typo.
TSC SNC DMD?	[DeHavilland] Auster [DeHavilland] (DeHavilland] [DeHavilland] [DeHavilland] Stinson [DeHavilland] Cessua Hiller [DeHavilland]	DH-82 Anson DH-82 643 DHC-2 1.13N DH-82 DH-82 PA-24 DHC-1 1.58 DH-82 172 112 DH-82 DH-82 DH-82 DH-82 Glider	10.08.58. 12.08.58. 21.08.58. 22.08.58. 22.08.58. 23.08.58. 24.08.58. 31.08.58. 02.09.58. 14.09.58. 15.09.58. 16.09.58. 20.09.58. 20.09.58.	Area airstrip new Chaudillou South Grafton (aerodrome) near Goulbum Ingham (serodrome) near Goulbum Ingham (serodrome) near Three Springs near Casino Rankin River (aerodrome) near Charleville Dubbb (aerodrome) Arbudis River new Gatton near Bundarra Arbertel (aerodrome) Radium Hill (aerodrome) Radium Hill (aerodrome) Radium Hill (aerodrome)	near Moora Grafton Percenjori S/W of Darwin near ??? South of Invereil	PNG WA NSW NSW NSW QLD WA NSW NT VIC QLD NSW SA QLD NSW SA QLD SA	CHTR/Day Ag/Day Ag/Day Ag/Day Trng/Day (Solo) Ag/Day PVT/Day CHTR/Day CHTR/Day Trng/Day CHTR/Day Trng/Day Trng/Day Trng/Day Trng/Day Trng/Day Trng/Day Trng/Day Trng/Day Ag/Day Ag/Day Ag/Day Trng/Day PVT/Day	Directional control was lost when a tyre liew out on take off. The starboard underarriage collapsed. The aircraft struck a fence and overtuned during a formed landing following a loss of engine power due to fuel starvation. The aircraft struck a fence and overtuned during a formed landing following a loss of engine power due to fuel starvation. The aircraft struck a power line earthing wire during a simulated sepace to a prosposant to a prosposant to a prosposant to a supposant to a supposant to a supposant to a supposant to a prosposant to a prospo	Subst.	OCA report quotes 14.08.58 - typo.
TSC SNC DMD?	[DeHavilland] Auster [DeHavilland] (DeHavilland] [DeHavilland] [DeHavilland] Stinson [DeHavilland] Cessua Hiller [DeHavilland]	DH-82 Anson DH-82 683 DH-C2 J.11N DH-82 DH-82 DH-82 DH-82 DH-82 T-98 DH-82 T-98 T-98 T-98 T-98 T-98 DH-82 DH-83	10.08.58. 12.08.58. 21.08.58. 21.08.58. 22.08.58. 23.08.58. 24.08.58. 02.09.58. 02.09.58. 14.09.58. 15.09.58. 15.09.58.	Area airctrip new Chaudillou South Grafton (arradrome) near Coulbum Ingham (arradrome) near Coulbum Ingham (arradrome) near Three Springs near Casino Rankin River (aerodrome) near Moorabbin (aerodrome) near Moorabbin (aerodrome) near Charleville Dubbo (aerodrome) Arbulla Bore near Gatton near Bundarra Arbriefd (aerodrome)	near Moora Grafton Percenjori S/W of Darwin near ??? South of Invereil	PNG WA NSW NSW QLD WA NSW VIC QLD VIC QLD NSW QLD SA QLD SA TAS	CHTR/Day Ag/Day Ag/Day Ag/Day Trng/Day (Solo) Ag/Day PVT/Day CHTR/Day Trng/Day (Solo) PVT/Day Trng/Day	Directional control was lost when a tyre liew out on take off. The starboard undercarriage collapsed. The aircraft struck a fence and overtuned during a forced landing following a loss of engine power due to fuel starvation. The aircraft struck a fence and overtuned during a forced landing following a loss of engine power due to fuel starvation. The aircraft struck a power line earthing wite during a simulated sepands to a proposed landing area. A heavy landing by an inexperienced plot resulted in the collapse of the port undercarriage. After running into soft ground during take-off the aircraft swung and collided with a tree. Outing serobatics the aircraft entered an inadvertent spin. The plot was apparently unable to take effective recovery action before the aircraft swant has ground. The plot was apparently unable to take effective recovery action before the aircraft swants has ground. The plot was apparently unable to take effective recovery action before the aircraft swants has ground. The plot was apparently unable to take effective recovery action before the aircraft swants has ground. The plot was apparently unable to take effective recovery action before the aircraft swants has ground aircraft shall be aircraft swants have ground. The plot abundanced the take-off and landed straight ahead with the landing gear retracted. The plot sate directional control whilst landing on a roadway and the undercarriage collapsed. The plot last directional control whilst landing on a roadway and the undercarriage collapsed. The plot last directional control whilst landing on a roadway and the undercarriage collapsed. The plot last directional control whilst landing on a roadway and the undercarriage collapsed. The plot last directional control whilst landing on a roadway and the undercarriage collapsed. The plot last directional control whilst landing on a roadway and the undercarriage collapsed. The plot last direction along a land of the last fine along the plot choics aside and them moving forward to co	Subst.	SCA report quetes 14.08.58 - typo.
TSC SNC DMD? REB?	[DeHavilland] Auster [DeHavilland] (DeHavilland] [DeHavilland] [DeHavilland] Stinson [DeHavilland] Cessua Hiller [DeHavilland]	DH-82 Anson DH-82 Anson DH-82 643 DHC-2 1.11N DH-82 DH-82 DH-82 PA-24 L-58 DH-82 112 L-58 DH-82 H-82 H-82 H-82 H-82 H-82 H-82 H-82	10.08.58. 12.08.58. 21.08.58. 22.08.58. 22.08.58. 23.08.58. 24.08.58. 24.08.58. 02.09.58. 02.09.58. 14.09.58. 14.09.58. 15.09.58. 17.09.58. 21.09.58. 21.09.58.	Area airstrip new Dustilion South Grafforo (aircrofrome) new Coulburn Ingham (aerodrome)	near Moora Grafton Percenjori S/W of Darwin near ??? South of Invereil	PNG WA NSW NSW QLD VIC QLD NSW OT VIC QLD NSW SA QLD NSW SA QLD SA TAS NSW	CHTR/Day Ag/Day PVT/Day PVT/Day PVT/Day Ag/Day Trng/Day (Solo) Ag/Day PVT/Day CHTR/Day Trng/Day (Solo) Ag/Day Trng/Day Trng/Day Trng/Day Trng/Day Trng/Day Ag/Day Trng/Day Trng/Day Trng/Day Trng/Day Ag/Day PVT/Day PVT/Day PVT/Day	Directional control was lost when a tyre blew out on take off. The starboard underrariage collapsed. The aircraft struck a fence and overturned during a forced landing following a loss of engine power due to five starvation. The aircraft struck a fence and overturned during a forced landing following a loss of engine power due to five starvation. The aircraft struck a power line earthing wise during a simulated sepach to a prospored landing area. A feerly inclined by an inexperienced plot resulted in the collapse of the port understrainge. But running thos of ground during take that the aircraft some collided with a tree. During accounts the aircraft entered an inabertent spin. The pilot was apparently unable to take effective recovery action before the aircraft struck the ground. Stortly after becoming althorise the aircraft sepace to the provide the struction of the provided struction of the struction	Subst.	OCA report quotes 14.08.58 - typo.
TSC SNC DMD? REB?	[DeHavilland] Auster [DeHavilland] (DeHavilland] (DeHavilland) (DeHavilland) Stinson (DeHavilland) Cestan Hiller (DeHavilland) Kranich (DeHavilland) Kranich (DeHavilland) (DeHavilland) (DeHavilland) (DeHavilland) (DeHavilland) (DeHavilland)	DH-82 Anson DH-82 Anson DH-82 643 DHC-2 L1N DH-82 DH-82 DH-62 DH-61 L58 DH-62 L58 DH-62 L58 DH-62 H72 L58 DH-82 DH	10.08.58. 12.08.58. 21.08.58. 22.08.58. 22.08.58. 24.08.58. 24.08.58. 25.08.58. 31.08.58. 02.09.58. 14.09.58. 15.09.58. 16.09.58. 20.09.58. 20.09.58. 20.09.58.	Area airstrip new Dalwellinu South Grafton (serodrome) near Goulburn Ingham (serodrome) near Goulburn Ingham (serodrome) near Three Springs near Casino Rankin River (serodrome) near Moorabbin (serodrome) near Moorabbin (serodrome) near Charleville Dubbo (serodrome) Artulia Bore near Gatton near Bundara Archerfield (serodrome) Radom Hill (serodrome) near Bridport Newcastle Tumut (serodrome) Tumut (serodrome)	near Moora Grafton Percenjori S/W of Darwin near ??? South of Invereil	PNG VX VX NSW NSW QLD VXA NSW OLD VXC QLD NSW QLD SA QLD NSW QLD SA QLD SA NSW	CHT/Day Ag/Day PY/Toay Ag/Day PY/Toay Ag/Day Sigolo Sigolo Ag/Day PY/Toay PY/Toay PY/Toay PY/Toay Sigolo Ag/Day PY/Toay PY/Toay Sigolo Ag/Day Sigolo Ag/Day Sigolo Ag/Day Sigolo Ag/Day Sigolo Ag/Day Sigolo	Directional control was lost when a tyre liew out on take off. The starboard underarriage collapped. The aircraft struck a fence and overturned during a forced landing following a loss of engine power due to fuel starvation. The aircraft struck a fence and overturned during a forced landing following a loss of engine power due to fuel starvation. The aircraft struck a power line earthing with during a simulated seponant to a proposed motion grave. A heavy faulding by an inexperienced plot resulted in the collapse of the port undercarriage. Alther running into soft ground during take off the aircraft suwang and collided with a tree. During serobatics the aircraft entered an inadevertent spin. The plot was apparently unable to take effective recovery action before the aircraft storuck the ground. Extend the ground. The collective the aircraft entered an inadevertent spin. The plot was apparently unable to take effective recovery action before the aircraft storuck the ground. The collective the ground. The collective the aircraft entered an inadevertent spin. The plot was apparently unable to take effective recovery action before the aircraft storuck the ground. The collective the aircraft entered an inadevertent spin. The plot was apparently unable to take effective recovery action before the aircraft should be aircraft storuck as effective recovery action before the aircraft should be aircraft storuck as effective recovery action before the aircraft should be aircraft storuck as effective recovery action before the aircraft should be aircraft storuck as effective recovery action before the aircraft should be aircraft storuck as effective recovery action before the aircraft should be aircraft storuck as effective recovery action before the aircraft should be aircraft storuck as fence and overturned. The plot as directive action of air angle take the aircraft should be ai	Subst.	SCA report quotes 14.08.58 - typo.
TSC SNC DMD? REB?	[DeHavilland] Auster [DeHavilland] (DeHavilland] [DeHavilland] [DeHavilland] Stinson [DeHavilland] Cessua Hiller [DeHavilland]	DH-82 Anson DH-82 G-83 DHC-2 L13N DH-82 DH-82 DH-82 DH-82 DH-82 L58 DH-62 L78	10.08.58. 12.08.58. 21.08.58. 22.08.58. 22.08.58. 24.08.58. 24.08.58. 02.09.58. 02.09.58. 14.09.58. 15.09.58. 15.09.58. 12.09.58. 22.09.58. 22.09.58. 22.09.58. 22.09.58.	Area airstrip new Dustilion South Grafforo (aircrofrome) new Coulburn Ingham (aerodrome)	near Moora Grafton Percenjori S/W of Darwin near ??? South of Invereil	PNG WA NSW NSW QLD VIC QLD NSW OT VIC QLD NSW SA QLD NSW SA QLD SA TAS NSW	CHIR/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Trag/Day (Solo) Ag/Day Trag/Day (Solo) Ag/Day Ag/	Directions control was lost when a tyre blew out on take-off. The starboard undercarriage collapsed. The aircraft struck a fence and overturmed during a forecal bunding following a loss of engine power due to fuel starvation. The aircraft struck a fence and overturmed during a forecal bunding following a loss of engine power due to fuel starvation. The aircraft struck is proved fine estimate with engine as included explant to a proposed landing area. A fency landing by an inexperienced plot resulted in the collapse of the port undercarriage. All recoving landing by an inexperienced plot resulted in the collapse of the port undercarriage. During accordance of the aircraft engine and the struct an insulance of the port undercarriage. Shortly after becoming airborne the aircraft began to settle towards the ground. The pilot abandomed the take-off and landed straight shead with the landing gene retreated. The origine failed part after take-off when a fact tank ran dry. During the forecal landing the aircraft struck from the carriage of the port undercarriage collapsed. The pilot stat directional centred whils trading on a manakey and the undercarriage collapsed. The pilot stat directional centred whils trading on a manakey and the undercarriage collapsed. Inadequate supervision of an engine start resulted in the aircraft purpling the choicks aside and them revoking forward to collide with a bangur. Jost after becoming airborne the aircraft collided with a kangapro. The aircraft strucks a fence and overturned. Part of the pilot struck of the pilot struck of the tenth aircraft purpling the choicks aside and them revoking forward to collide with a hangur. Jost after becoming airborne the aircraft strucks do hangung time. Course a storrage part abenque at air centre and the main resort criticals have been appropriated converting to the storrage of the aircraft provided downwind take-off. The take-off on a muckly surface has to be absondered because the pilot failed to properly assess the condition of th	Subst.	SCA report quotes 14.08.58 - type.
TSC SNC DMD? REB?	[Desteolland] Auster [Oesteolland] (Desteolland] [Desteolland]	DH-82 Anson DH-82 Anson DH-82 643 DH-C 2 LIN DH-82 DH-82 DH-61 LSB DH-61 LSB DH-82 LSB DH-82 LSB DH-82 DH-82 DH-82 DH-82 DH-82 DH-83 DH-83 DH-83 DH-83 DH-83 DH-83 DH-83 DH-83 DH-83 DH-84 DH-82 DH-84	10.08.58. 12.08.58. 21.08.58. 21.08.58. 22.08.58. 24.08.58. 24.08.58. 25.08.58. 31.08.58. 02.09.58. 14.09.58. 15.09.58. 17.09.58. 17.09.58. 22.09.58. 22.09.58. 22.09.58.	Area airstrip new Chaudillou South Grafton (aeradome) near Goulburn Ingham (serodome) near Goulburn Ingham (serodome) near Three Springs near Casino Rankin River (serodome) near Charleville Dubbo (serodome) Arbuda Bore near Gastion Arbuda Bore near Gastion Redum Hill (serodome) Radium Hill (serodome) Radium Hill (serodome) Radium Hill (serodome) Newcastle Tumud (serodome) Tumud (serodome) Glastone (serodome) Glastone (serodome)	near Moora Grafton Percenjori S/W of Darwin near ??? South of Invereil	PING WA NSW NSW QLD WA NSW VIC QLD VIC QLD NSW SA QLD SA QLD SA QLD SA NSW QLD SA NSW QLD SA NSW NSW NSW NSW NSW NSW	CHIR/Day Ag/Day PY/Day Ag/Day PY/Day Ag/Day PY/Day Ag/Day Trag/Day (Solo) Ag/Day Trag/Day (Solo) Ag/Day Trag/Day (Solo) Ag/Day PY/Day Trag/Day (Dash Ag/Day Ag/Day PY/Day	Directional control was lost when a tyre blev out on take off. The starboard underarriage collapsed. The aircraft struck a fence and overturned during a formed landing following a loss of engine power due to fuel starvation. The aircraft struck a fence and overturned during a formed landing following a loss of engine power due to fuel starvation. The aircraft struck a fence and overturned during a formed landing following a loss of engine power due to fuel starvation. A heavy landing by an inexperienced plot resulted in the collapse of the port underarriage. Alter number gloss of ground during take off the aircraft susuan and collided with a tree. Coming seroblastics the aircraft entered an inadvertent spin. The plot was apparently unable to take effective recovery action before the Coming seroblastics the aircraft entered an inadvertent spin. The plot was apparently unable to take effective recovery action before the Coming seroblastics the aircraft entered an inadvertent spin. The plot was apparently unable to take effective recovery action before the Coming seroblastics the aircraft entered an inadvertent spin. The plot was apparently unable to take effective recovery action before the Coming seroblastics and aircraft services. Sorting after becoming arthore the aircraft began to settle towards the ground. The plot abandoned the take-off and landed strught shead with the landing gene retracted. The plot lost directional control wholst landing on a roadway and the undersarriage collapsed. The plot lost directional control wholst landing on a roadway and the undersarriage collapsed. The plot lost directional control wholst landing on a roadway and the undersarriage collapsed. The plot lost directional control wholst landing on a roadway and the undersarriage collapsed. The plot lost directional control wholst landing on a roadway and the undersarriage collapsed. The plot lost directional control wholst landing on a roadway and the undersarriage collapsed. The plot lost of directional control whol	Subst.	DCA report quotes 14.08.58 - typo.
TSC SNC DMD? REB?	[DeHavilland] Auster [DeHavilland] (DeHavilland] (DeHavilland) (DeHavilland) Stinson (DeHavilland) Cestan Hiller (DeHavilland) Kranich (DeHavilland) Kranich (DeHavilland) (DeHavilland) (DeHavilland) (DeHavilland) (DeHavilland) (DeHavilland)	DH-82 Anson DH-82 G-83 DHC-2 L13N DH-82 DH-82 DH-82 DH-82 DH-82 L58 DH-62 L78	10.08.58. 12.08.58. 21.08.58. 22.08.58. 22.08.58. 24.08.58. 24.08.58. 02.09.58. 02.09.58. 14.09.58. 15.09.58. 15.09.58. 12.09.58. 22.09.58. 22.09.58. 22.09.58. 22.09.58.	Area airstrip new Dalwellinu South Grafton (serodrome) near Goulburn Ingham (serodrome) near Goulburn Ingham (serodrome) near Three Springs near Casino Rankin River (serodrome) near Moorabbin (serodrome) near Moorabbin (serodrome) near Charleville Dubbo (serodrome) Artulia Bore near Gatton near Bundara Archerfield (serodrome) Radom Hill (serodrome) near Bridport Newcastle Tumut (serodrome) Tumut (serodrome)	near Moora Grafton Percenjori S/W of Darwin near ??? South of Invereil	PING WA NSW NSW QLD WA NSW NSW OLD WA NSW SA QLD SA QLD SA TAS NSW NSW NSW NSW NSW NSW NSW	CHIR/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Trag/Day (Solo) Ag/Day Trag/Day (Solo) Ag/Day Ag/	Directions control was lost when a tyre blew out on take-off. The starboard undercarriage collapsed. The aircraft struck a fence and overturmed during a forecal bunding following a loss of engine power due to fuel starvation. The aircraft struck a fence and overturmed during a forecal bunding following a loss of engine power due to fuel starvation. The aircraft struck is proved fine estimate with engine as included explant to a proposed landing area. A fency landing by an inexperienced plot resulted in the collapse of the port undercarriage. All recoving landing by an inexperienced plot resulted in the collapse of the port undercarriage. During accordance of the aircraft engine and the struct an insulance of the port undercarriage. Shortly after becoming airborne the aircraft began to settle towards the ground. The pilot abandomed the take-off and landed straight shead with the landing gene retreated. The origine failed part after take-off when a fact tank ran dry. During the forecal landing the aircraft struck from the carriage of the port undercarriage collapsed. The pilot stat directional centred whils trading on a manakey and the undercarriage collapsed. The pilot stat directional centred whils trading on a manakey and the undercarriage collapsed. Inadequate supervision of an engine start resulted in the aircraft purpling the choicks aside and them revoking forward to collide with a bangur. Jost after becoming airborne the aircraft collided with a kangapro. The aircraft strucks a fence and overturned. Part of the pilot struck of the pilot struck of the tenth aircraft purpling the choicks aside and them revoking forward to collide with a hangur. Jost after becoming airborne the aircraft strucks do hangung time. Course a storrage part abenque at air centre and the main resort criticals have been appropriated converting to the storrage of the aircraft provided downwind take-off. The take-off on a muckly surface has to be absondered because the pilot failed to properly assess the condition of th	Subst.	IOCA report quetes 14.08.58 - typo.
TSC SNC DMD? REB?	[Desteolland] Auster [Oesteolland] (Desteolland] [Desteolland]	DH-82 Anson DH-82 Anson DH-82	10.08.58. 12.08.58. 21.08.58. 22.08.58. 22.08.58. 24.08.58. 25.08.58. 31.08.58. 02.09.58. 14.09.58. 14.09.58. 15.09.58. 21.09.58. 21.09.58. 22.09.58. 22.09.58. 22.09.58. 22.09.58. 21.09.58. 22.09.58. 22.09.58. 21.09.58.	Area airstrip new Davidinu South Graffon (airondome) new Goulburn Ingham (aerodome) negham (aerodome) negham (aerodome) near Three Springs near Casino Rankin River (aerodome) near Moorabbin (aerodome) near Moorabbin (aerodome) near Charleville Dubbb (aerodome) Arbuila Bore near Gatton near Bundarra Arbuila Bore near Gatton near Bundarra Arbuila Bore near Gatton Newcastle Newcastle Tumud (aerodome) Tumud (aerodome) Glabstone (aerodome) Glabstone (aerodome) Glabstone (aerodome) Glabstone (aerodome) Glabstone (aerodome) Davidenia (aerodome) Glabstone (aerodome) Davidenia (aerodome) Rogi (aerodome)	near Moora Grafton Perengari 5/W of Darwin 15/W of Darwin	PING WA NSW NSW GLD WA NSW WA NSW WA NSW WI U U U U U U U U U U U U U U U U U U	CHILDON #g/Day PH/(Day #g/Toy PH/(Day #g/Toy	Overclosic control was lost when a tyre blev out on take off. The starboard underarriage collapsed. The aircraft struck a fence and overturned during a forced landing following a loss of engine power due to five starvation. The aircraft struck a fence and overturned during a forced landing following a loss of engine power due to five starvation. The aircraft struck a fence and overturned during a structured seponsch to a prospored landing area. A feerly inclined by an inexperience plot resulted in the collapse of the port underarriage. Our name of the provide found by an inexperience plot resulted in the collapse of the port underarriage. Our name of the provide found of the provide of the aircraft struck the provide provide of the provide structured. Stortly after becoming althorise the aircraft struck the ground. Stortly after becoming althorise the aircraft struck the ground. Stortly after becoming althorise the aircraft struck the ground. Stortly after becoming althorise the aircraft struck the ground. The engine failed just after stake off when a feel tank tran dry. During the forced landing the aircraft struck is fence and overturned. The engine failed just after stake off when a feel tank tran dry. During the forced landing the aircraft struck is fence and overturned. The engine failed just after stake off when a feel tank tran dry. During the forced landing the aircraft struck a fence and overturned. The glot for directional control whils budget on a readway and the undercarriage outlined. Manufaguate supervision of an engine start resulted in the aircraft struck as fence and overturned. The alternative theoreming and/orem the aircraft collided with a langeror. The aircraft struck as telephone were were the ten air root struck as loss the langeror. During a spronger runn shoughed as fen or for test from air root struck. The aircraft struck as telephone were and tree during a take off following a precupationary landing the to suspected carburctive rion. Hand the first struck as telepho	Subst.	OCA report quotes 14.08.58 - typo.
TSC SNC DMD? REB? AZH GHC ACZ	[Ontendined] Auster [Ontendined] (Ontendined) (Ontendined) (Ontendined) Storoon (Ontendined) Storoon (Ontendined) Storoon (Ontendined) Storoon (Ontendined) Auster (Ontendined) Auster (Ontendined)	DH-82 Anson DH-82 Anson DH-82 643 DH-62 L1N DH-82 DH-82 DH-61 L58 DH-61 L58 DH-62 172 172 172 172 172 174 DH-82	1008.58. 12.08.58. 21.08.58. 21.08.58. 22.08.58. 23.08.58. 24.08.58. 24.08.58. 31.08.58. 31.08.58. 31.08.58. 31.08.58. 31.08.58. 31.08.58. 31.08.58. 31.08.58. 31.08.58. 31.09.58.	Area airstrip new Dalwellinu South Grafton (aerodrome) near Gouldum Ingham (aerodrome) near Gouldum Ingham (aerodrome) near Three Springs near Casino Rankin River (aerodrome) near Moorabbin (aerodrome) near Charleville Dubbo (aerodrome) Artulla Biore near Gastron near Gustron near Bundern Archeffeld (aerodrome) Redum will jerodrome) Redum will jerodrome Ingentify (aerodrome) Turnut (aerodrome)	near Moora Gratton Peremjori S/W of Darwin south of Invereil Britishre near 777 E of Colae. S of Daby	PING	CHILIDAY	Directional control was lost when a tyre blev out on take-off. The starboard undercarriage collapsed. The aircraft struck a fance and overturned during a forced binding following a loss of engine power due to fuel starvation. The aircraft struck is fence and overturned during a forced binding following a loss of engine power due to fuel starvation. The aircraft struck is prove fine earthing were during a shroulded speak to a prepoped landing area. A finery landing by an inexperienced plot resulted in the collapse of the port undercarriage. All records instituted an inexperienced plot resulted in the collapse of the port undercarriage. But running this or ground during take forth the aircraft struck from ground. The plot at aircraft struck from ground. Shortly after becoming airborne the aircraft began to settle towards the ground. The pilot abandomed the take-off and landed straight shead with the funding per extreated. The origins fixed part after take off when it fact that x rar dry. During the forced landing the aircraft struck is fence and overturned. The pilot set affectional central whils taking on a randowly and the undercarriage collapsed. Inadequate supervision of an engine start resulted in the aircraft pushing the choicks saide and them rowing forward to collide with a hangur. Jost after becoming airborne the aircraft collided with a kanguparo. The aircraft struck is they air diamaged the undercarriage. The second struck at steeplone were and treading at take off following a precaudiously landing due to supposed carborettes (sing. Faulty Pring googles caused an inexperienced plant to over correct for a landing bounce. The aircraft struck as the plant of the aircraft the thing area of the provided downwind take-off. The take-off on a muckly s	Subst.	ICA report quotes 14.08.58 - typo. ICA report quotes 14.08.58 - typo. Ica report quotes 14.08.58 - typo.
TSC SNC DMD? REB?	[Desteolland] Auster [Oesteolland] (Desteolland] [Desteolland]	DH-82 Anson DH-82 Anson DH-82 643 DHC-2 1.11N DH-82 DH-82 DH-82 DH-82 172 12C DH-82	1008.58. 12.08.58. 21.08.58. 21.08.58. 22.08.58. 23.08.58. 24.08.58. 24.08.58. 31.08.58.	Area answrip ness answrip ness Coultum South Graffon (arrodrome) ness Coultum Ingham (serodrome) near Three Springs near Casino Rankin River (serodrome) near Three Springs near Casino Rankin River (serodrome) near Moorabbin (serodrome) near Moorabbin (serodrome) near Moorabbin (serodrome) Ardunia Biore near Gatton near Horth Arm	near Moora Grafton Perengari 5/W of Darwin 15/W of Darwin	PING	CHILDAY ####################################	Directional control was lost when a tyre blev out on take-off. The starboard undercarriage collapsed. The aircraft struck a fence and overturned during a forced landing following a loss of engine power due to fuel starvation. The aircraft struck a fence and overturned during a forced landing following a loss of engine power due to fuel starvation. A levely landing by an inexperienced plot resulted in the collapse of the port undercarriage. A level y landing by an inexperienced plot resulted in the collapse of the port undercarriage. All removing that only ground during take that the aircraft some collected with a tree. Ourlag accollates the aircraft entered an inadvertent spin. The pilot was apparently unable to take effective recovery action before the aircraft struck the ground. Stortly after becoming arborne the aircraft began to settle towards the ground. The pilot abandoned the take-off and slanded straight shead with the landing gene restricted. The engine failed just after take off when a feel tank rand dry. During the forced landing the aircraft struck is fence and overturned. The pilot tast directional central while tallowing on a roadway and the undercarriage colleged. In pilot tast directional central while tallowing on a roadway and the undercarriage rolling of the strip and disrugated the undercarriage. During a supring run disrugated some the size off tolding the aircraft struck is designated with a languar. The aircraft struck is despitioned when a languar on the aircraft pushing the chocks aside and them environing college. During a supring run disrugated some of these them air not struck as lower landing the aircraft struck as telephone when a languar the second an interpretence but man into air struck. It is always to the strip and damaged the undercarriage. During a supring run despited as in our tree the main most of struck as landing blooms: the sacrodinal variation of the pround. The aircraft struck as telephone when are the tent main not as fence. Since a landing blooms: th	Subst. Su	OCA report quotes 14 08 58 - type. OCA report quotes 14 08 58 - type.
TSC SNC DMD? REB? AZH GHC ACZ	[Consonitaria] Auster [Destavilland] (Destavilland) (Piper [Destavilland] Stroon (Consonitaria) Stroon (Consonitaria) Stroon (Consonitaria) (Consonitaria) (Consonitaria) (Consonitariaria) (Consonitariaria) (Consonitariaria	DH-82 Anson DH-82 Anson DH-82 643 DH-C 2 LIN DH-82 DH-82 DH-C 1 LSB DH-C 1 LS	1008.58. 1208.58. 21.08.58. 22.08.58. 22.08.58. 23.08.58. 24.08.58. 31.08.58. 31.08.58. 02.09.58. 14.09.58. 15.09.58. 16.09.58. 20.09.58. 20.09.58. 16.09.58. 16.09.58. 17.09.58. 20.09.58. 21.09.58. 21.09.58. 22.09.58. 21.09.58. 21.09.58. 21.09.58. 21.09.58. 21.09.58. 21.09.58. 21.09.58. 21.09.58. 21.09.58. 21.09.58. 21.09.58. 21.09.58.	Area airstrip new Coultins South Grafton (arradone) new Coultins Ingham (arradone) new Coultins Ingham (arradone) near Coultins near Three Springs near Casino Rankin River (arradonne) near Moorabbin (aeradonne) near Moorabbin (aeradonne) near Moorabbin (aeradonne) Arbulla River near Gatton near Bundarra Arbulla River near Gatton near Bundarra Arbulla (aeradonne) Radium Hill (aeradonne) Newcastle Vanna (aeradonne) Tuma (aeradonne) Tuma (aeradonne) Kogi (airatrip) Kogi (airatrip) near Cacid Rivies near North Arm	near Moora Gratton Perempori S/W of Danwin sylv of Danwin near 777 South of Invereil Britabane near 777 E of Colac S of Dalby Lakes Intrance	PING	CHILDON AgDay PYI/Doy AgDay PYI/Doy AgDay Ing/Doy Solol AgDay Ing/Doy Solol AgDay PYI/Doy Ing/Doy Solol CHIR/Doy AgDay PYI/Doy Ing/Doy AgDay PYI/Doy PYI/	Directional control was lost when a tyre blev out on take off. The starboard underarriage collapsed. The aircraft struck a fence and overturned during a forced landing following a loss of engine power due to fuel starvation. The aircraft struck a fence and overturned during a forced landing following a loss of engine power due to fuel starvation. The aircraft struck a fence and overturned during a forced landing following a loss of engine power due to fuel starvation. A heavy families play an inexperienced plot resulted in the collapse of the port underarriage. Alter number of group droud during take off the aircraft surange and collided with a tree. Does not be aircraft entered an anadvertent spin. The plot was apparently unable to take effective recovery action before the covered struck like the aircraft surange and the structure of the covered struck like the aircraft surange and the structure of the covered struck like the aircraft struck and structure of the covered struck like the aircraft struck and structure of the covered struck like the aircraft struck and structure of the aircraft structure of the aircraft struck and structure of the aircraft structure of the aircraft struck and structure of the aircraft structure of the aircraft struck and structure of the aircraft s	Subst. Su	DCA report quotes 14.08.58 - typo. An
TSC SNC DMD? REB? AZH GHC ACZ	[Ontervilland] Auster [Ontervilland] (Ontervilland) (Ontervilland) (Ontervilland) Stinuon (Ontervilland) Stinuon (Ontervilland)	DH-82 Anson DH-82 Anson DH-82 643 DHC-2 1.11N DH-82 DH-82 DH-82 DH-82 172 12C DH-82	100.8 Se. 120.8 Se. 210.8 Se. 210.8 Se. 210.8 Se. 220.8 Se. 230.8 Se. 240.8 Se. 240.8 Se. 250.8 Se. 310.8 Se. 240.8 Se. 250.8 Se. 310.8 Se. 240.8 Se. 250.8 Se. 310.8	Area answrip ness answrip ness Coultum South Graffon (arrodrome) ness Coultum Ingham (serodrome) near Three Springs near Casino Rankin River (serodrome) near Three Springs near Casino Rankin River (serodrome) near Moorabbin (serodrome) near Moorabbin (serodrome) near Moorabbin (serodrome) Ardunia Biore near Gatton near Horth Arm	near Moora Gratton Peremjori S/W of Darwin south of Invereil Britishre near 777 E of Colae. S of Daby	PING	CHILDAY ####################################	Disections control was lost when a tyre below out on take-off. The starboard undercarriage collapsed. The aircraft struck a fence and overturned during a forecast bunding following a loss of engine power due to fuel starvation. The aircraft struck is prove fine earthing were during a shroulded people of the port undercarriage. A fency favility of the struck and the struck and the collapse of the port undercarriage. A fency favility of the struck and the collapse of the port undercarriage. A fency favility of the struck and the collapse of the port undercarriage. A fency favility of the struck and the collapse of the port undercarriage. Bury agent struck the ground during take for the aircraft surnate from the collapse of the port undercarriage. Chorry after becoming althorine the aircraft support to settle towards the ground. The pilot abandoned the take-off and landed straight shead with the funding general extracts. Chrory after becoming althorine the aircraft struck for ground. The pilot abandoned the take-off and landed straight shead with the funding per extreated. The origins fixed part after take off when a fact that x rad fry. During the forced landing the aircraft struck a fence and overturned. The pilot start discredual control whils bunding on a radawlay and the undercarriage collapsed. Independent supervision of an engine start resulted in the aircraft pushing the choicks saide and them rowing forward to collide with a bangar. Just after becoming althorine the aircraft collided with a bangaron. The aircraft surnate is struck as a steep on the collider with a bangaron. The aircraft struck is a telephone were and treat during a take off following a precautionary indiring due to supposed carboritories (sign.) Failing Pring geogles caused an inexperienced plant to over correct for a landing bounce. The aircraft struck as the plant of the aircraft struck as the collider over an entire ording a take of following a precautionary indiring due to supposed carboritories (sign.) Failing Pring ge	Subst. Su	SCA report quetes 14.08.58 - type. SCA report quetes 14.08.58 - type. Also possibly KBM if type not specific.
TSC SNC DMD? REB? AZH GHC ACZ	[Consonitaria] Auster [Destavilland] (Destavilland) (Piper [Destavilland] Stroon (Consonitaria) Stroon (Consonitaria) Stroon (Consonitaria) (Consonitaria) (Consonitaria) (Consonitariaria) (Consonitariaria) (Consonitariaria	DH-82 Anson DH-82 Anson DH-82 G-83 DHC-2 L1N DH-82 DH-82 DH-82 DH-82 L58 DH-82 L58 DH-82 D	1008.58. 1208.58. 21.08.58. 22.08.58. 22.08.58. 23.08.58. 24.08.58. 31.08.58. 31.08.58. 02.09.58. 14.09.58. 15.09.58. 16.09.58. 20.09.58. 20.09.58. 16.09.58. 16.09.58. 17.09.58. 20.09.58. 21.09.58. 21.09.58. 22.09.58. 21.09.58. 21.09.58. 21.09.58. 21.09.58. 21.09.58. 21.09.58. 21.09.58. 21.09.58. 21.09.58. 21.09.58. 21.09.58. 21.09.58.	Area airstrip new Coultins South Grafton (arradone) new Coultins Ingham (arradone) new Coultins Ingham (arradone) near Coultins near Three Springs near Casino Rankin River (arradonne) near Moorabbin (aeradonne) near Moorabbin (aeradonne) near Moorabbin (aeradonne) Arbulla River near Gatton near Bundarra Arbulla River near Gatton near Bundarra Arbulla (aeradonne) Radium Hill (aeradonne) Newcastle Vanna (aeradonne) Tuma (aeradonne) Tuma (aeradonne) Kogi (airatrip) Kogi (airatrip) near Cacid Rivies near North Arm	near Moora Gratton Perempori S/W of Danwin sylv of Danwin near 777 South of Invereil Britabane near 777 E of Colac S of Dalby Lakes Intrance	PING	CHILDAY #g/Day #g/Da	Overchoord control was lost when a tyre blev out on take off. The starboard undercarriage collapsed. The acraft struck a fence and overturned during a forced landing following a loss of engine power due to five starvation. The acraft struck a fence and overturned during a forced landing following a loss of engine power due to five starvation. The acraft struck a fence and overturned during a structured suppose to a proposed landing area. A heavy familing by an inexperienced pilor resulted in the collapse of the port undercarriage. A heavy familing by an inexperienced pilor resulted in the collapse of the port undercarriage. But running thos of ground during take that the acraft small end collected with a tree. During accordance in acraft entered an inabertent spin. The pilot was apparently unable to take effective recovery action before the acraft struck the ground. Stortly after becoming althorise the acraft engine to selfet lowersh the ground. The pilot abandored the take-off and landed straight shead with the lunding gene restricted. The engine falled just after stake off when a five Itania kin and dry. During the forced landing the aircraft struck a fence and overturned. The engine falled just after stake off when a five Itania kin and dry. During the forced landing the aircraft struck a fence and overturned. The pilot but directional central whils their going on a rundrivay and the undercarriage college. During a spraying rund central whils their going on a rundrivay and the undercarriage college. During a spraying rund central whils their going on a rundrivay and the undercarriage college. During a spraying rund central whils the support of the struck as defined part of the struck as the place of the	Subst. Su	OCA report quotes 14.08.58 - typo. OCA report quotes 14.08.58 - typo. Illian possibly KIM if type not specific.
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	Piper	PA-22	31.10.58.	near Talwood	near St.George	QLD	PVT/Day	The pilot failed to effect a safe landing before darkness, became lost and, in the subsequent emergency landing , the aircraft ran through a fearca	Subst.	
BBS	Auster	3	02.11.58.	Wacol Army Training Est.*	near Ipswich ?	QLD	PVT/Day	During an attempted precautionary landing due to disintegration of wing fabric the pilot was unable to maintain control and the aircraft	Subst.	* DCA Report says Wakol. Also reported as 03.11.58. and at Wacol.
-	[DeHavilland]	DH-82	12.11.58.	[confirmed Wacol - G.G.]		NSW	PVT/Day	crashed into trees. The pilot lost control during a landing in very hot gusty conditions. The aircraft stalled onto the ground and the undercarriage collapsed.	Subst.	[Type Taylorcraft F.] Canberra Times quote: WACOL.
	(Denavilland)	DH-82	12.11.58.	Lightning Ridge [aerodrome]		NSW	PV I/Day	The pilot lost control during a landing in very not gusty conditions. The aircraft stalled onto the ground and the undercarriage collapsed.	Subst.	
	Bell	???	12.11.58.	Clumner Bluff	South of Burnie	TAS	CHTR/Day	During an attempt to alight in conditions of extreme turbulence which precluded adequate control of the aircraft being maintained the	Subst.	
URI	DeHavilland.	DH-83	13.11.58.	Boana		PNG	777	aircraft descended into the ground and overturned. Reported: "Crashed on take-off from Boans, PNG". No furtherdetails Known.	???	Via John Streeter's Australian Civil register: N.B. Date quoted is S.O.R date.
EA_?	Lockheed.	L-1049.	13.11.58.	Nadi [aerodrome]		FUI	RPT/	During landing approach the aircraft undershot and struck the lip of a bank just short of the threshold but rolled onto the runway and came to	Subst.	
	Junkers	JU-52/3M	15.11.58.	Mendi [airstrip]		PNG	CHTR/Day	trest normally. Whilst turning on sloping ground the port wheel retaining bolts sheared and the axle broke at the root allowing the aircraft to fall on the port	Subst.	
								wing.		
SCH BCA/2	DeHavilland.	DH-82A DH-82	16.11.58. 19.11.58.	Ayr near Mareba (sic)	Maraaha	QLD	7??? Ag/Day	Reported : Crashed. No details Known. (See 16.11.59.) The aircraft struck power lines during a spray run and struck trees.	Subst.	Via John Streeter's Australian Civil register.
KBW	Auster	J.58	29.11.58.	near Albany	IVIII CCDU	WA	AWK/Day	While at an altitude of about 150 feet the aircraft was observed to roll sharply into a steep left turn. The nose then dropped and the aircraft	Dest.	
-	Auster	1.5	30.11.58.	Yarram [airstrip]		VIC	(Whale spotting) Trng/Day	dived into the ground.	Subst.	
	Auster	1.5	30.11.58.	Yarram [airstrip]		VIC	(Dual)	The instructor failed to correct the student pilot's faulty landing and the undercarriage collapsed.	Subst.	
BVC?	Cessna	182	01.12.58.	Yellow River [airstrip]		PNG	CHTR/Day	Unaware that the strip surface was unsuitable the pilot landed and the wheels sank into the soft earth and the aircraft nosed over.	Subst.	
BSI	[DeHavilland]	DH-82 DH-82	01.12.58. 07.12.58.	near Holbrook near Movhu	near Wangaratta	NSW VIC	Ag/Day Ag/Day	During a finishing run along a power line the starboard wingtip touched the line and swung the aircraft down into the crop where it caught fire. The aircraft struck a tree whilst turning at low level between soray runs.	Dest.	
CHS	Auster	J.1B	07.12.58.	Lake Omeo	Omeo	VIC	PVT/Day	During a take-off close to the edge of a lake the aircraft ran into wet ground and overturned in shallow water.	Subst.	
	[DeHavilland]	DH-82	13.12.58.	Port Macquarie [aerodrome]		NSW	Trng/Day (Dual)	The instructor failed to correct the student pilot's loss of directional control during take-off and the aircraft overturned.	Subst.	
	[DeHavilland]	DH-82	16.12.58.	near Launching Place	near Warburton	VIC	Ag/Day	Whilst being operated in close proximity to a parked truck the aircraft collided with the truck during the landing roll.	Subst.	
CLG	Beech	C-18S	21.12.58.	Alice Springs [aerodrome]		NT	RPT/	inadequate lubrication of the undercarriage mechanism prevented the starboard undercarriage being locked down. The aircraft was landed	Subst.	
	Auster	J.1	21.12.58.	Bankstown [aerodrome]		NSW	Trng/Day	with the wheels up. The pilot, who was inexperienced mishandled the landing and the undercarriage collapsed.	Subst.	
							(Solo)			
BSN	[DeHavilland]	DHC-1T.10 DH-82	24.12.58. 24.12.58.	near Kimberley Pura Pura	near Burnie South of Ararat	TAS VIC	PVT/Day	During climb away with full flap following a dummy run over a field, the aircraft stalled and crashed to the ground.	Subst. Subst.	
arv	(Denavilland)	DH-82		ruia PUFA	South of Ararat		Ag/Day	Just after becoming airborne during take-off the engine failed because of a restricted fuel supply. The aircraft stalled onto the ground and the undercarriage collapsed.	Juust.	
	Auster	J.1B	28.12.58.	Bridport [aerodrome]		TAS	PVT/Day	While removing a peg and rope from the path of an aircraft a wing-tip assistant walked into the rotating propeller.	Nil	
									<u> </u>	
	[Schneider]	"Kingfisher" ES/37	06.01.59.	near Gilgandra	Gilgandra	NSW	Trng/Day	During a cross-country flight in ideal conditions the glider crashed out of control into a field for reasons yet to be determined.	Subst.	
BWH/2	[DeHavilland]	Glider DH-82	08.01.59.	Port Pirie [aerodrome]	Port Pirie	SA	(Solo) Trng/Day	A pilot of limited experience attempted a three point landing in gusty crosswind conditions and the aircraft overturned.	Subst.	Pilot: Don MARINER , 24 of Westbourne Park. Not injured.
50011/2	(=0.000000)						(Solo)			
BDF	[DeHavilland]	DH-82	10.01.59.	"Hudson" near Blackville	near ???	QLD	Ag/Day	The pilot attempted to clear power cables at the end of a spraying run with insufficient safety margin. The aircraft struck the cables and crashed to the ground.	Subst.	
KDC	Auster	J.1N	18.01.59.	Groper Creek	Home Hill	QLD	PVT/Day	The pilot attempted to fly the aircraft at low level above a river in flood and allowed it to strike the water into which it sank.	Subst.	
	Auster	J.1B	20.01.59.	"Van Rook" Station	near ???	QLD	CHTR/Day	The pilot endeavoured to test a landing strip which appeared to be wet, by bouncing the wheels on the surface. The aircraft settled onto the ground because of poor technique and overturned in flood water.	Subst.	
-	Auster	J.1N	24.01.59	Jackadgery	Grafton	QLD	AWK/Day	ground because of poor technique and overturned in flood water. During flood relief operations the pilot attempted to land on a road when the aircraft encountered a mud patch which swung it into a fence.	Subst.	
KBD	Auster	J/5	27.01.59.	near Yarram landing ground		VIC	AWK/Day	During an approach to land the aircraft struck the ground 900 feet short of the aerodrome boundary in a flat attitude with a high vertical	Subst.	J.S register states "Lakes Entrance"
AIK*	Auster	(modified)	28.01.59.	Dead Horse Gap	near Jindabyne	NSW	PVT/Day	component. The cause was not determined.	Subst.	* Reso confirmed G.Goodall.
AIK *	Auster	J.1	28.01.59.	Dead Horse Gap	near Jindabyne	NSW	PVT/Day	The pilot flew into an area, where severe turbulence could be expected, with inadequate terrain clearance and the aircraft was forced into trees.	Subst.	* Rego confirmed G.Goodall.
RVQ	[DeHavilland]	DHC-1T.10	01.02.59.	Rowville	[near Scoresby]	VIC	PVT/Day	The aircraft struck the ground whilst in a spin and was burnt out. The reason for spin recovery not being effected could not be determined.	Dest.	
THC	Hiller	UH-12C	07.02.59.	Windy Creek	near Geehi	NSW	CHTR/Day	The pilot attempted a downwind take-off from a clearing and could not maintain height when ground effect was lost. The helicopter struck trees when attempting to return to the clearing.	Subst.	
	[Schneider]	Grunau Baby	08.02.59.	Nepean River	near Camden aerodrome	NSW	PVT/Day	Whilst manoeurying in the circuit area, the glider spun to the ground from a height of 200 feet for reasons which have not been determined.	Subst.	
FAI	[DeHavilland]	(Glider) DH-82	10.02.59.	near Toodyay		WA	Ag/Day	The effects out out to closed by the effect was over effect or over the second which second discrete references to fifth on the effects to the	Subst.	
PAI	(Deriavillatio)			* *		WA		The climb-out path selected by the pilot was over rising ground which provided insufficient safety margin. On the fifth run the aircraft stalled struck the ground and overturned.	Subst.	
AHT/2	[DeHavilland]	DH-82	11.02.59.	near Ovens	near ???	VIC	Ag/Day	During a spray run the pilot overlooked the presence of power lines which he had previously noted and avoided. The aircraft struck the power	Dest.	
	[DeHavilland]	DH-82	18.02.59.	Macnade	Ingham	QLD	Ag/Day	lines ,fell to the ground and was burnt out. The engine power failed at 200 feet altitude due to exhaustion of fuel and an emergency landing was effected on an unsuitable field.	Subst.	
DMB	[DeHavilland]	DH-84	26.02.59.	Darwin [airport]	-	NT	CHTR/Day	Whilst overflying the landing strip , the starboard engine power failed for reasons undetermined and the aircraft ran through the airfield	Subst.	
RNO	[DeHavilland]	DH-82	27.02.59.	Port Macquarie [aerodrome]		NSW	Trng/Day	boundary in the ensuing forced landing. The aircraft ballooned during landing and the pilot of limited experience attempted recovery without engine power being used. This resulted	Subst.	
	((Solo)	in the nose striking the ground and the aircraft overturning.		
KBB	Auster	J.1B	03.03.59.	Bulimba	near ???	QLD	CHTR/Day	The pilot was unable to arrest a ground loop which developed when brakes were applied in the landing run on a greasy strip and the aircraft rolled onto a wing.	Subst.	* Reg. extracted from ASN database.
KCA	Auster	J.5G	07.03.59.	Julia Creek	near ???	QLD	CHTR/Day	The pilot was forced to pull the aircraft prematurely into the air when it ran off a narrow bitumen road being used for take-off. The aircraft	Subst.	
		DH-82	08.03.59.	near Ballan	20nm East of Ballarat		Ag/Day	struck bushes and an earthen embankment.	Subst	
	[DeHavilland] Bell	DH-82 47G-2	14.03.59.	near Ballan "South-west Tasmania"	20nm East of Ballarat to be investigated	VIC	Ag/Day AWK/Day	The aircraft swung whilst taking off in crosswind conditions and ran into a fence. The cause was not determined. When loading the aircraft a tent pole was thrust into the main rotor and then thrown into the tail rotor.	Subst. Subst.	
	[DeHavilland]	DH-82	15.03.59.	"Green Hills"	near Gordonvale	QLD	Ag/Day	The pilot lost directional control immediately after landing and the aircraft ran off the strip and tipped onto its nose.	Subst.	
	(DeHavilland)	DH-82	15.03.59.	"Nombi Station"	near Gunnedah	NSW	Ag/Day	Whilst attempting to land on unsuitable terrain due to engine failure caused by water in the fuel, the pilot lost control and the aircraft nosed over.	1	
	[DeHavilland]	DH-82A	20.03.59.	Snug Cove [airstrip]	King Island	VIC	PVT/Day	The aircraft was landed on a runway the surface of which was unsuitable for aircraft with unmodified tail-skids. The pilot lost control when	Subst.	
ROG	[Daldwilland]	DHC-1	20.03.59.	Bakers Hill	near 222	WA	PVT/Day	the aircraft swung and it collided with vehicles parked at the side of the strip. Turbulence caused the pilot to abandon the take-off from a sub-standard field at a late stage and the aircraft over-ran into a ditch.	Subst.	
APM	[DeHavilland]	DH-82	20.03.59.	near Foster	mar III	VIC	Ag/Day	A substantial loss of engine power occurred probably resulting from magneto wear and the pilot lost control of the aircraft in an attempt to	Subst.	
Appete	Auster	150		Titleshood Continue	near Forbes	AIC***	Au/n-	land on unsuitable terrain.	Codes*	
ADY/2	Auster	J.5G	20.03.59.	"Weelung Station"	near Forbes	NSW	Ag/Day	The pilot did not note or track the position of an observed power line with sufficient care and the aircraft struck the cable soon after take-off at a stage where the pilot believed he had already passed it.	Subst.	
FBZ	Percival	EP.9	24.03.59.	"Chatsworth Station"	near Binda	NSW	Ag/Day	Whilst attempting to land on a wet grass strip with excessive transverse grade under cross-wind conditions, the pilot was unable to maintain	Subst.	
\vdash	[DeHavilland]	DH-82	26.03.59.	Echuca [aerodrome]		VIC	PVT/Day	directional control and the aircraft collided with trees. Whilst attempting a landing over obstructions and in failing light a pilot of limited experience lost control of the aircraft and it landed heavily	Subst.	
	,							collapsing the undercarriage.		
KAR*	Auster	J.5 DH-82	27.03.59. 01.04.59.	Pandanus Creek Smithton [aerodrome]	near ???	NT TAE	CHTR/Day	During the final approach in an emergency forced landing ,caused by haze and smoke, the aircraft struck the top of trees.	Subst.	* Reg. extracted from ASN database who also report the location as 'Pandus Creek'.
	(Denavilland)	DH-82				TAS	PVT/Day	The engine power failed at 100 feet after take-off and in the ensuing forced landing the pilot allowed the aircraft to stall onto ploughed ground and the aircraft overturned.	Subst.	<u> </u>
KSI	Auster	1.5	02.04.59.	Pyramul	near Mudgee	NSW	AWK/Day	The pilot overshot during an emergency landing and in the subsequent go-around the aircraft stalled in an attempt to climb clear of a telephone	Subst.	
\vdash	[DeHavilland]	DH-82	03.04.59.	near	Stawell	VIC	Ag/Day	line crossing the end of the field. The aircraft struck the ground before recovery from the stall could be effected. Refuelling from water contaminated fuel led to an engine failure after take-off. The undercarriage collapsed when it struck a rock in the	Subst.	
	,	-						ensuing forced landing.		
WFD	[DeHavilland]	DHC-1	05.04.59.	near	Deniliquin	NSW	PVT/Day	Whilst carrying out aerobatics at a low height the pilot lost control of the aircraft for reasons that could not be determined and it struck the ground at a steep angle.	Dest.	
PRV	Avro	643	12.04.59.	Homewood	nr. Yea	VIC	Ag/Day	Geoff Goodall's website reports: "Struck trees while spraving."	Subst.	
BPN?	Cessna	180	14.04.59.	Tungy Station near Coolah	Gunnedah?	NSW	Ag/Day	During take-off two sheep ran onto the runway and were struck by the undercarriage thus causing the aircraft to ground loop.	Subst.	
	EW3	Multoplane	18.04.59.	Goulburn [aerodrome]		NSW	PVT/Day	The aircraft became airborne in take-off but for reasons undetermined collided with the aerodrome boundary fence during acceleration close to the ground.	subst.	DCA report states multiplane but name is actually Multiplane.
AAF	Waco	EGC-8	02.05.59.	Haddon Rig [aerodrome]	near ???	NSW	PVT/Day	The aircraft ground looped and rolled during a landing run when one wheel brake failed as a result of maintenance errors.	Subst.	
	[DeHavilland]	DH-82	04.05.59.	near	Apollo Bay	VIC	Ag/Day	The aircraft struck the crest of a ridge when trying to climb out of a blind valley into which the pilot had been forced due to the selection of an unsafe height and direction for the initial spreading run.	Subst.	
	[DeHavilland]	DH-82	05.05.59.	Burren Junction [aerodrome]	near ???	NSW	Trng/Day	an unuser megin and unection run ure missas spreasure run. A piston failure soon after take fresulted in the student pilot landing heavily on the aerodrome, collapsing the undercarriage and lower	Subst.	
000		Martin	05.05.50	Parkside [airfield]	Yarram	100	(Solo)	wing.	Dark	Class/SEC MONIA and local regular block Micall both ****
BCP	C.A.C.	Wackett [CA-6]	05.05.59.			VIC	PVT/Day	The engine misfired shortly after take-off and the aircraft entered a steep turn to the right, became inverted, struck the ground and was burnt out.	Dest.	Pilot:Cliff WYNN and local grazier Herb Nicoll both killed.
	[DeHavilland]	DH-82	08.05.59.	near	Warragul	VIC	Ag/Day	The pilot landed well into the strip and at an angle diverging from the centre line. The aircraft collided with a parked car previously unseen by	Subst.	
KCI	Auster	J.1N	09.05.59.	"Calindary Station"	[63 nm S] Tibooburra	NSW	AWK/Day	the pilot. After overflying the landing strip the aircraft went into a steep climbing turn in which it stalled and struck the ground before recovery	Subst.	J.S. = 10.09.59.
1					,			could be effected.		Pilot: Sandwick HUNNUM. Aircraft owned by Silver City Air Taxis.
ΔLI	Miles	M65	12.05.59.	Rockhampton [aerodrome]		OLD	PVT/Day	The aircraft returned shortly after take-off die to loss of oil pressure. The undercarriage failed and a wheels up landing was made.	Subst.	

_	Auston	J.1B	17.05.59.	Lismore [airstrip]		VIC	CHTR/Day	The port undercarriage failed during take-off as a result of fatigue cracking in a weld cluster at the junction of the radius tube and the stub axle	Culus	
PTO	[DeMovilleed]	DH-82	19.05.59.	near	Caraldton	WA	Ag/Day	The piot undervanage rained uping baseron as a result of range tracking in a went closer at the junction or in eradius to be a result of a size of the piot undervanage rained uping baseron as a result of range tracking in a went closer at the junction or in eradius to be a rain the such asket. The pilot was experienced on the type mishandled had aircraft following a swing on take-off. The aircraft overturned.	Subst.	
SMA	[Deltavilland]	DHC-2	21.05.59.	Geehi strip	near Cooma	NSW	PVT/Day	The pilot abandoned the take-off and the aircraft could not be stopped drops in collection of the coll	Davit.	
SIVIA	Auster	DHC-2	29.05.59.	"Khancoban Station"	near Corryong		PVT/Day	In e pinor absandoned the take-ord and the aircraft coulo not be stopped before it coilibed with a stockyard and was burn out. During an approach into a small field the flag selector fractured and the flag retracted but the pilot continued the approach and the aircraft During an approach into a small field the flag selector fractured and the flag retracted but the pilot continued the approach and the aircraft	Dest.	
	Auster	1.5	29.05.59.	Knancoban Station	near Corryong	VIC	PV I/Day	During an approach into a small neito the hap selector tractured and the hap retracted but the pilot continued the approach and the aircraft collided with the upwind boundary fence.	Subst.	
BPC/2	Auster	J.5B	29.05.59.	Greenvale [Station]	near ???	QLD	CHTR/Day		D	
BPC/2	Auster	J.5B	29.05.59.	Greenvale (Station)	near ///	QLD	CHTR/Day	Engine power failure arising from ingestion of a cowl fastener occurred soon after take-off and the aircraft stalled whilst the pilot was attempting to return to the aerodrome.	Dest.	
								attempting to return to the service or an exercise of the service		
RWO	[DeHavilland]	DHC-1	30.05.59.	Kalgoorlie aerodrome		QLD	Trng/Day (Dual)	The parking brakes apparently were not on and after starting with the student pilot on board, and whilst the instructor was disposing of chicks the aircraft moved forward. The student used throttle harshy to steer the aircraft and it entered a drain improved or any ground looped to the control of the cont	Subst.	
							(Dual)	the aircraft moved forward. The student used throttle harship to steer the aircraft and it entered a drain, jumped out and ground looped before the instructor could reach and cut the ignition switches.		
			_							
TWD	[DeHavilland]	DHC-1	04.06.59.	near	Orange	NSW	AWK/Day	The pilot overshot the destination aerodrome because of inadequate map reading and the aircraft collided with a tree during an attempted	Subst.	
								landing on a road in semi-darkness.	1	
	Glider	????	15.06.59.	near	Greta	NSW	Trng/Day (Solo)	During a turn in the circuit the pilot of limited experience allowed the glider to stall and spin with insufficient height for recovery.	Dest.	
							(Solo)			
THD	Hiller	UH-12C	19.06.59.	Sydney Harbour		NSW	Trng/Day	Soon after take-off from a ships platform a clutch failure occurred arising from inadequate inspection and the helicopter was ditched into the	Subst.	
							(Solo)	water.		
DDN	[DeHavilland]	DHC-1	27.06.59.	Cambooya	near Toowoomba	QLD	PVT/Day	During unauthorised low flying over a town the aircraft stalled at the top of a steep climb and then spun to the ground.	Subst.	
	[DeHavilland]	DH-82	27.06.59.	Armidale [aerodrome]		NSW	PVT/Day	An unlicensed and unauthorised person broke into the hangar and started the aircraft with the throttle half open with the result that it ran	Subst	
	(==::::::::::)		21.100.001				,,	forward and collided with a fence.		
_	[DeMavilland]	DH-82	05.07.59.	Wannon	near Hamilton	VIC	PVT/Day	The pilot stated that engine misfiring occurred soon after take-off and he deliberately crashed onto the port mainplanes to avoid buildings	Subst	
	(Denaviilaliu)	DH-62	03.07.39.	waiiioii	near namiton	VIC	rvi/bay	The prior states made regime immining occurred soon after takeron and he dender attry of assists of the port maniplanes to avoid buildings when it became apparent that the airfield could not be reached.	Subst.	
	10-11-21	DH-82	07.07.59.	Ross River		QLD	Trng/Day	when it became apparent that it on minut both on the restriction. The pilot, of limited experience, neglected to maintain directional alignment during a landing approach and after touchdown the aircraft.		
	(Denavilland)	DH-82	07.07.59.	KOSS RIVER	near rrrr	QLD	(Solo)	Interpolo, or limited experience, neglected to maintain directional alignment during a landing approach and after foundrown the aircraft struck an earth mound alongside the strip and overtured.		
	Fairchild		08.07.59.	Gunnedah [aerodrome]		NSW	(S0IO) CHTR/Day	struck an earth mount alongsine the strip and overtimed. The aircraft swung off the strip after touchdown in a crosswind landing and the undercarriage collapsed. A report of brake binding could not be	4	
	Fairchild	Argus	08.07.59.	Gunnedah (aerodrome)		NSW	CHTR/Day	The aircraft swung off the strip after touchdown in a crosswind landing and the undercarnage collapsed. A report of brake binding could not be	Subst.	
								contirmed.	1	
BTM	[DeHavilland]	DH-82	01.08.59.	near	Kattaning	WA	Ag/Day	The pilot intended to climb after take-off through a gap in the tree line but due to inattention to the flight path allowed the aircraft to strike	Subst.	
								a tree bordering the gap.		
	Piper	PA-18A	12.08.59.	Albury aerodrome		NSW	Ag/Day	Just before touchdown the aircraft struck an isolated sheep which the pilot had not seen because of rain on the windshield.	Subst.	
BVZ	[DeHavilland]	DH-82	20.08.59.	near	Reid	WA	PVT/Day	The pilot, of limited experience, lost control of the aircraft during an attempted landing in strong wind conditions and it overturned.	Subst.	Aircraft was being ferried Sydney-Perth. Pilot took train home. (G.G.)
AMX	[DeHavilland]	DH-82	22.08.59.	near	Merredin	WA	Ag/Day	Whilst landing in a field the aircraft collided with a heap of stones not previously observed , collapsing the undercarriage.	Subst.	
FMM	Millicer	Airtourer	22.08.59.	Tamworth aerodrome		NSW	PVT/Day	The aircraft became airborne in a high nose attitude but would not climb away and sank back onto rough ground collapsing the undercarriage	Subst.	EWA was to have set up a production line at TMW until this accident. (G.G.)
BLW	[Daldavilland]	DH-82	27.08.59	near	Bruce Rock	WΔ	Ag/Day	While averating a then turn show treat between copy run; the pilot lest copy and and the givent disease in the copy in the copy run.	Subst.	and the second control of the second control
	[Denavilland]							While executing a steep turn above trees between spray runs, the pilot lost control and the aircraft slipped into the ground.		
DDX	Auster	J.5	29.08.59.	near	Talwood	QLD	Trng/Day	The aircraft stalled at a height of 100 feet whilst a pilot under instruction was carrying out a precautionary approach. Correct recovery action	Subst.	i l
L			1				(Dual)	was not taken and the aircraft struck the ground.		
RHG?	Cessna	180	03.09.59.	Mendi airport		PNG	PVT/Day	The pilot failed to overshoot after landing too far down the strip and the aircraft overran into a ditch.	Subst.	
FBY	Percival	EP.9	06.09.59.	near	Boorowa	NSW	Ag/Day	The pilot miscalculated fuel consumption and the engine power failed in take-off due to fuel exhaustion. The aircraft struck ploughed ground	Subst.	
1			1 1		1			collapsing the undercarriage.	1	i l
UTB	Bell	47G	07.09.59.	near	Wyndham	WA	PVT/Day	An engine power failure of undetermined origin occurred over wooded rough terrain and the helicopter struck trees during the subsequent	Subst.	
1			1		,	l	l ,,	autorotation landing.	1	l l
RFF	Cessna	172	09.09.59.	near	Coomrith	QLD	PVT/Day	During take to the strip edge up-sun the pilot did not see, and the aircraft collided ,with a strip marker.	Subst	
GHQ	(Cobsolidar)	Grunau Baby II		near Kalgoorlie airport	Coomin					
GHQ	[Scrineider]	Grunau Baby II	17.09.59.	Kaigoonie airport	1	WA	Trng/Day	When the tow line released from the glider at a height of 150-200 feet, the pilot attempted a circuit to regain the starting point. During a steep	Dest.	l l
-			1			<u> </u>	(Solo)	turn at 50 feet the glider stalled and spun for reasons undetermined.	<u> </u>	
PRS	Percival	EP.9	19.09.59.	near	Bulla	VIC	Ag/Day	The engine power failed because of water in the fuel system and the aircraft overturned during a landing on unsuitable terrain.	Subst.	
RFW	[DeHavilland]	DHC-1	19.09.59.	Bulls Creek (sic) *	near Perth	WA	Trng/Day	A loose flapping cowl disconnected the throttle linkage and the pilot of limited experience landed downwind on an emergency strip.	Dest.	* Also reported as Bruce Creek
			1	[Bull Creek]	1		(Solo)	The aircraft ran into trees at the upwind end of the strip and caught fire.	1	l l
	[DeHavilland]	DH-82	26.09.59.	near	Moree	NSW	Ag/Day	At the completion of a flight for spray flushing purposes the pilot attempted a steep turn at a low height and the aircraft cart wheeled when the	Subst.	
							G 1,	starboard wingtip struck the ground.		
CFS	Champion	7EC	27.09.59.	Cootamundra aerodrome		NSW	Trng/Day	The pilot of limited experience encountered a marked wind gradient in the landing approach and the aircraft landed heavily collapsing the	Subst.	
Crs	Champion	/EC	27.05.35.	Cootamunura aerodrome		NOW	(Solo)	The pint of militare deel relice encountered a marked wind gradient in the failuring approach and the and all anded neaving conspaning the undercarriage.	Subst.	
							(0010)			
BCE *	[DeHavilland]	DH-82	02.10.59.	Pirronyaloak (sic) [Pirron Yallock]	Colac	VIC	Ag/Day	In the preliminary survey of the area the pilot did not notice power cables with which the aircraft collided when commencing the first spray	Dest.	* VH-BOK also crashed on this day at Alvie, V. No separate entry in AHSA.
				[Pirron Yallock]				run.		No separate entry in AHSA.
BXY	[DeHavilland]	DH-82	06.10.59.	near	Maryborough	QLD	Ag/Day	Whilst being lined up over high trees for a dusting run the aircraft collided with a tree top slightly higher than those adjacent which the pillot	Subst.	
								did not see until the last moment.		
ULA	Stits	SA-6B	09.10.59.	near	Kooweerup	VIC	PVT/Day	The aircraft was hand-started with the throttle too wide. It jumped the makeshift chocks and nosed over.	Subst.	This acft also pranged at Bacchus Marsh on 14.11.59. II (AHSA says 12.11.59) Jeeez.
	[DeHavilland]	DH-82	13.10.59.	Bellata	Moree	NSW	Ag/Day	The pilot misjudged height above the wheat crop and the aircraft overturned when the undercarriage became entangled.	Subst.	
	[DeHavilland]	DH-82	14.10.59.	near	Millmerran	QLD	Ag/Day		Subst.	
EMP	[DeHavilland]	DH-82	14.10.59.	near [Brinsmaad]			Ag/Day PVT/Day	The pilot misjudged height above the crop and the aircraft overturned when the undercarriage became entangled.	Juon.	
EMR	[DeHavilland] Cessna			near [Brinsmead]	Millmerran near Perth	QLD WA	Ag/Day PVT/Day	The pilot misjudged height above the crop and the aircraft overturned when the undercarriage became entangled. The fuel became exhausted while the aircraft was on final approach for landing and the aircraft struck trees and overturned in a forced landing	Subst. Subst.	
EMR	[DeHavilland] Cessna	DH-82 182	14.10.59. 16.10.59.	near [Brinsmead]		WA	PVT/Day	The pilot misjudged height above the crop and the aircraft overturned when the undercarriage became entangled. The fuel became exhausted while the aircraft was on final approach for landing and the aircraft struck trees and overturned in a forced landing off the airport.	Subst.	
	[Schneider]	DH-82 182 "Kingfisher"Glider	14.10.59. 16.10.59. 17.10.59.	near [Brinsmead] near Murray Bridge		WA SA	PVT/Day PVT/Day	The pilot misjudged height above the crop and the aircraft overturned when the undercarraige became entangled. The file Secure developed which the aircraft was on final approach for landing and the aircraft struck trees and overturned in a forced landing off the airport. The gifter was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground.	Subst. Subst.	
EMR	[DeHavilland] Cessna [Schneider] Junkers	DH-82 182	14.10.59. 16.10.59.	near [Brinsmead]		WA	PVT/Day	The plict misjudged height above the crop and the aircraft overturned when the undercarriage became enhangled. The field became enhangled while the aircraft was on final approach for landing and the aircraft struck trees and overturned in a forced landing all the aircraft. The glider was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The plict landed with a strong downwind component. The aircraft sowing off the strip into a drain during severe braking. The undercarriage	Subst.	
	[Schneider]	DH-82 182 "Kingfisher"Glider JU-52/3M	14.10.59. 16.10.59. 17.10.59. 17.10.59.	near [Brinsmead] near Murray Bridge Baiyer River [airstrip]	near Perth	WA SA PNG	PVT/Day PVT/Day CHTR/Day	The pilot misjudged height above the crop and the aircraft overturned when the undercarriage became entangled. The fiel became endessuded while the aircraft was on final approach for landing and the aircraft struck trees and overturned in a forced landing off the airport. The gibbr was observed to gain from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot landed with a strong downwind component. The aircraft swung off the strip into a drain during severe braking. The undercarriage was demolibed.	Subst. Subst.	
	[Schneider]	DH-82 182 "Kingfisher"Glider	14.10.59. 16.10.59. 17.10.59.	near [Brinsmead] near Murray Bridge		WA SA	PVT/Day PVT/Day	The plict missubged height above the crop and the aircraft overturned when the undercarriage became enhangled. The feel became enhangled while the aircraft was on final approach for landing and the aircraft struck trees and overturned in a forced landing off the airpraft. The glider was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The glider was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The glider was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The glider was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The glider was observed that the spin feet and then spin again into the ground in the spin again into the ground. The glider was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground.	Subst. Subst.	
	[Schneider] Junkers [DeHavilland]	DH-82 182 "Kingfisher"Glider JU-52/3M DH-82	14.10.59. 16.10.59. 17.10.59. 17.10.59. 22.10.59.	near [Brinsmead] near Murray Bridge Baiyer River [airstrip] near	near Perth Birregurra	WA SA PNG VIC	PVT/Day PVT/Day CHTR/Day Ag/Day	The pilot misulaged height above the crop and the aircraft overturned when the undercarraige became entangled. The file became instuded while the aircraft was on final approach for landing and the aircraft struck trees and overturned in a forced landing off the airport. The gibbr was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot landed with a strong downwind component. The aircraft swung of the strip into a drain during severe braking. The undercarriage was demolithed. Engine power failure airsing from water contaminated fuel occurred at low height and the aircraft overturned in the subsequent forced landing on unsuitable terms.	Subst. Subst.	
	[Schneider]	DH-82 182 "Kingfisher*Glider JU-52/3M DH-82 J2 Glider	14.10.59. 16.10.59. 17.10.59. 17.10.59. 22.10.59. 24.10.59.	near [Brinsmead] near Murray Bridge Baiyer River (airstrip) near Townsite aerodrome	near Perth Birregurra Alice Springs	WA SA PNG VIC	PVT/Day PVT/Day CHTR/Day Ag/Day PVT/Day	The plate misupage height above the crop and the aircraft overturned when the undercarriage became entangled. The field became heights who the three plates are the plate of the aircraft struck trees and overturned in a forced landing off the airport. The glober was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The plot structured is a strong downwind component. The aircraft vanuing off the strip into a drain during severe braking. The undercarriage was dominibuled. A string the value of the plot structured in the subsequent forced landing on unsuitable terrain. The plot structured as steep turn at low without to loud on the te-side of the severofrome but lost control and the port using struck the ground.	Subst. Subst. Subst. Subst. Subst.	
BUU	[Schneider] Junkers [DeHavilland]	DH-82 182 "Kingfisher*Glider JU-52/3M DH-82 J2 Glider DH-82	14.10.59. 16.10.59. 17.10.59. 17.10.59. 22.10.59. 24.10.59. 31.10.59.	near [Brinsmead] near Murray Bridge Balyer River (airstrip) near Townsite aerodrome near	near Perth Birregurra Alice Springs Cooma	WA SA PNG VIC NT NSW	PVT/Day PVT/Day CHTR/Day Ag/Day PVT/Day PVT/Day	The pilot misulaged height above the crop and the aircraft overturned when the undercarraige became entangled. The file became industed while the aircraft was on final approach for landing and the aircraft struck trees and overturned in a forced landing off the airport. The pilot was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot tanded with a strong downwind component. The aircraft swung off the strip into a drain during severe braking. The undercarraige was demolithed. Engine power failure airsing from water contaminated fuel occurred at low height and the aircraft overturned in the subsequent forced landing on unsuitable terms, and the subsequent forced landing on unsuitable terms. The pilot attempted a steep turn at low altitude to land on the fee-side of the aerodrome but lost control and the port wing struck the ground. The pilot stat control during a steep turn so able truke of fland the circraft struck the ground.	Subst. Subst. Subst. Subst. Subst. Subst. Subst.	
	[Schneider] Junkers [DeHavilland]	DH-82 182 "Kingfisher*Glider JU-52/3M DH-82 J2 Glider	14.10.59. 16.10.59. 17.10.59. 17.10.59. 22.10.59. 24.10.59.	near [Brinsmead] near Murray Bridge Baiyer River (airstrip) near Townsite aerodrome	near Perth Birregurra Alice Springs	WA SA PNG VIC	PVT/Day PVT/Day CHTR/Day Ag/Day PVT/Day PVT/Day Ag/Day Ag/Day	The pilot misupage heright above the crop and the aircraft overturned when the undercarriage became entangled. The file became heritated while the aircraft overturned when the undercarriage became entangled. The file became heritated while the aircraft was no final approach for faunding and the aircraft. The pilot was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot handed with a strong downwind component. The aircraft swang off the strip into a drain during severe braking. The undercarriage was demolithed. Tagies power failure a raining from water contaminated fuel occurred at low height and the aircraft swared in the subsequent forced landing. The pilot attemptined a steep turn at low walthade to lain due to the existed of the aerodinen but lost control and the port using struck the ground. The pilot stocknowled during a steep turn as low walthade to lain due to the aircraft struck the ground. The pilot stocknowled during a steep turn soon after take off and the aircraft struck the ground.	Subst. Subst. Subst. Subst. Subst.	
BUU	[Schneider] Junkers [DeHavilland]	DH-82 182 "Kingfisher*Glider JU-52/3M DH-82 J2 Glider DH-82	14.10.59. 16.10.59. 17.10.59. 17.10.59. 22.10.59. 24.10.59. 31.10.59.	near [Brinsmead] near Murray Bridge Balyer River (airstrip) near Townsite aerodrome near	near Perth Birregurra Alice Springs Cooma	WA SA PNG VIC NT NSW	PVT/Day PVT/Day CHTR/Day Ag/Day PVT/Day PVT/Day	The pilot misulaged height above the crop and the aircraft overturned when the undercarraige became entangled. The fiel became enhanced while the aircraft was on final approach for landing and the aircraft struck trees and overturned in a forced landing off the airport. The pilot was observed to gain from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot anded with a strong downwind component. The aircraft swung off the strip into a drain during severe braking. The undercarriage was demolibred. Sogine power failure airsing from water contaminated fuel occurred at low height and the aircraft overturned in the subsequent forced landing our unuturable terrain. The pilot attempted a steep turn at low altitude to land on the lee-side of the aerodrome but lost control and the port wing struck the ground. The pilot stat control during a steep turn oak on the take of all the aircraft struck the ground. The aircraft collided with power calceles which the pilot had previously observed but temporarily overdoxied. After encountering downlargakt conditions, he pole endeavoursely to land as doce as possible to the faunching point and fest control during.	Subst. Subst. Subst. Subst. Subst. Subst. Subst.	
BUU	[Schneider] Junkers [DeHavilland]	DH-82 182 "Kingfisher"Glider JU-52/3M DH-82 J2 Glider DH-82 DH-82	14.10.59. 16.10.59. 17.10.59. 17.10.59. 22.10.59. 24.10.59. 31.10.59. 05.11.59.	near (Brinsmed) near Murray Bridge Balyer River (airstrip) near Townsite aerodrome near near	near Perth Birregurra Alice Springs Cooma	WA SA PNG VIC NT NSW	PVT/Day PVT/Day CHTR/Day Ag/Day PVT/Day PVT/Day Ag/Day Ag/Day	The plots misulaged height above the crop and the aircraft overturned when the undercarraige became entangled. The field became chantsed while the aircraft overturned when the undercarraige became entangled. The field became chantsed while the aircraft was no final approach for familing and the aircraft struck trees and overturned in a forced landing off the airport. The plots was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The plot landed with a strong downwind component. The aircraft swang off the strip into a drain during severe braking. The undercarriage was demolithed. Fingine power failure airsing from water contaminated fuel coccurred at low height and the aircraft overturned in the subsequent forced landing or unmatable treating. The plots aircraft overturned in the subsequent forced landing or unmatable treating. The plots aircraft overturned in the subsequent forced landing or unmatable treating. The plots aircraft overturned in the subsequent forced landing or the plots wing struck the ground. The plots aircraft subsequent as the aircraft six out of and the service six outs the ground. Alter executations of the plots are called with the plot the dipreceding deserved the temporal controlled. Alter executations of the high to engote the service six of the launching point and fost control during a sum into wind all the height.	Subst. Subst. Subst. Subst. Subst. Subst. Subst.	
BUU	[Schneider] Junkers [DeHavilland]	DH-82 182 "Kingfisher"Glider JU-52/3M DH-82 J2 Glider DH-82 DH-82	14.10.59. 16.10.59. 17.10.59. 17.10.59. 22.10.59. 24.10.59. 31.10.59. 05.11.59.	near (Brinsmed) near Murray Bridge Balyer River (airstrip) near Townsite aerodrome near near	near Perth Birregurra Alice Springs Cooma	WA SA PNG VIC NT NSW	PVT/Day PVT/Day CHTR/Day Ag/Day PVT/Day PVT/Day PVT/Day Ag/Day PVT/Day Trne/Day	The pilot misulaged height above the crop and the aircraft overturned when the undercarraige became entangled. The fiel became enhanced while the aircraft was on final approach for landing and the aircraft struck trees and overturned in a forced landing off the airport. The pilot was observed to gain from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot anded with a strong downwind component. The aircraft swung off the strip into a drain during severe braking. The undercarriage was demolibred. Sogine power failure airsing from water contaminated fuel occurred at low height and the aircraft overturned in the subsequent forced landing our unuturable terrain. The pilot attempted a steep turn at low altitude to land on the lee-side of the aerodrome but lost control and the port wing struck the ground. The pilot stat control during a steep turn oak on the take of all the aircraft struck the ground. The aircraft collided with power calceles which the pilot had previously observed but temporarily overdoxied. After encountering downlargakt conditions, he pole endeavoursely to land as doce as possible to the faunching point and fest control during.	Subst. Subst. Subst. Subst. Subst. Subst. Subst.	
BUU	[Schneider] Junkers [DeHavilland] Jumbuck [DeHavilland] [DeHavilland] Hutter	DH-82 182 182 "Kingfisher"Glider JU-52/3M DH-82 12 Glider DH-82 DH-82 H17 Glider	14.10.59. 16.10.59. 17.10.59. 17.10.59. 22.10.59. 24.10.59. 31.10.59. 08.11.59.	near [Brinsmead] near Murray Bridge Balyer River [Bristrip] near Townsite aerodrome near Burt Plains	near Perth Birregurra Alice Springs Cooma	WA SA PNG VIC NT NSW SA NT	PVT/Day PVT/Day CHTR/Day Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day	The plots misulaged height above the crop and the aircraft overturned when the undercarraige became entangled. The field became chantsed while the aircraft overturned when the undercarraige became entangled. The field became chantsed while the aircraft was no final approach for familing and the aircraft struck trees and overturned in a forced landing off the airport. The plots was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The plot landed with a strong downwind component. The aircraft swang off the strip into a drain during severe braking. The undercarriage was demolithed. Fingine power failure airsing from water contaminated fuel coccurred at low height and the aircraft overturned in the subsequent forced landing or unmatable treating. The plots aircraft overturned in the subsequent forced landing or unmatable treating. The plots aircraft overturned in the subsequent forced landing or unmatable treating. The plots aircraft overturned in the subsequent forced landing or the plots wing struck the ground. The plots aircraft subsequent as the aircraft six out of and the service six outs the ground. Alter executations of the plots are called with the plot the dipreceding deserved the temporal controlled. Alter executations of the high to engote the service six of the launching point and fost control during a sum into wind all the height.	Subst.	
BUU	[Schneider] Junkers [DeHavilland] Jumbuck [DeHavilland] [DeHavilland] Hutter	DH-82 182 182 "Kingfisher"Glider JU-52/3M DH-82 12 Glider DH-82 DH-82 H17 Glider	14.10.59. 16.10.59. 17.10.59. 17.10.59. 22.10.59. 24.10.59. 31.10.59. 05.11.59. 08.11.59.	near [Brinnead] near Murray Bridge Balyer River [airstrip] near Tournite sendrome near Burt Plains Paraffeid al-port	near Perth Birregurs Alice Springs Cooma Riverton near 777	WA SA PNG VIC NT NSW SA NT SA	PVT/Day PVT/Day CHTR/Day Ag/Day Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day Trng/Day (Solo)	The pilot misulpage family above the crop and the aircraft overturned when the undercarrage became entangled. The field became enhanced while the aircraft overturned when the undercarrage became entangled. The field became enhanced while the aircraft was finish approach for familing and the property of the pilot was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot anded with a strong downwind component. The aircraft swang off the strip into a drain during severe braking. The undercarriage was demolithed. Fingine power failure airsing from water contaminated fuel occurred at low height and the aircraft overturned in the subsequent forced landing or unmatable trends; The pilots attempted a steep turn at low altitude to land on the lead of the aerocardone but lost control and the port wing struck the ground. The pilots attempted as levels to the aircraft overturned in the subsequent forced landing on the pilots are contained to the control of the pilots are contained to the control of the pilots are contained to the control of the subsequent for pilots and promoting overted but temporarily overticated. After encountering diversification, the pilot endersounced to land as close as possible to the launching point and lost control during a star mirror wind all one height.	Subst.	
BUU	[Schneider] Junkers [DeHavilland] Jumbuck [DeHavilland] [DeHavilland] Hutter	DH-82 182 182 "Kingfisher"Glider JU-52/3M DH-82 12 Glider DH-82 DH-82 H17 Glider	14.10.59. 16.10.59. 17.10.59. 17.10.59. 22.10.59. 24.10.59. 31.10.59. 08.11.59.	near [Brinsmead] near Murray Bridge Balyer River [Bristrip] near Townsite aerodrome near Burt Plains	near Perth Birregurra Alice Springs Cooma Roverton near 777 near Sale	WA SA PNG VIC NT NSW SA NT	PVT/Day PVT/Day CHTR/Day Ag/Day PVT/Day PVT/Day PVT/Day Ag/Day PVT/Day Trne/Day	The plots misulaged height above the crop and the aircraft overturned when the undercarraige became entangled. The field became chantsed while the aircraft overturned when the undercarraige became entangled. The field became chantsed while the aircraft was no final approach for familing and the aircraft struck trees and overturned in a forced landing off the airport. The plots was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The plot landed with a strong downwind component. The aircraft swang off the strip into a drain during severe braking. The undercarriage was demolithed. Fingine power failure airsing from water contaminated fuel coccurred at low height and the aircraft overturned in the subsequent forced landing or unmatable treating. The plots aircraft overturned in the subsequent forced landing or unmatable treating. The plots aircraft overturned in the subsequent forced landing or unmatable treating. The plots aircraft overturned in the subsequent forced landing or the plots wing struck the ground. The plots aircraft subsequent as the aircraft six out of and the service six outs the ground. Alter executations of the plots are called with the plot the dipreceding deserved the temporal controlled. Alter executations of the high to engote the service six of the launching point and fost control during a sum into wind all the height.	Subst.	
BUU	[Schneider] Junkers [DeHavilland] Jumbuck [DeHavilland] [DeHavilland] Hutter	DH-82 182 "Kingthsher Glider JU-52/3M DH-82 J2 Glider DH-82 H17 Glider J.5 DH-82 DH-82	14.10.59. 16.10.59. 17.10.59. 17.10.59. 22.10.59. 24.10.59. 31.10.59. 08.11.59. 10.11.59.	near [Brinnead] near Murray Bridge Balyer River [airstrip] near Townsite aerodrome near near Burt Rains Parafield airport Cowwarr	near Perth Birregurra Alice Springs Cooma Reverton near ??? near Sale [teyfield = AriSA]	WA SA PNG VIC NT NSW SA NT SA VIC	PVT/Day PVT/Day CHTR/Day Ag/Day Ag/Day PVT/Day PVT/Day Ag/Day Ag/Day Trng/Day (Solo) Ag/Day	The plots misulaged height above the crop and the aircraft overturned when the undercarrage became entangled. The field became chanted while the aircraft overturned when the undercarrage became entangled. The field became chanted while the aircraft was final approach for familing and the aircraft struck trees and overturned in a forced landing off the airport. The plots was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The plot and landed with a strong downwind component. The aircraft swunge off the strip into a drain during severe braking. The undercarriage was demolithed. Engine power failure airsing from water contaminated fuel occurred at low height and the aircraft overturned in the subsequent forced landing on unutuable terrain. The plot structured having a steep turn so also will be aircraft and the aircraft overturned in the subsequent forced landing on unutuable terrain. The plot structured having a steep turn and aircraft several through the control of the several collection with power collect which the plot the previously observed but temporarily overfooted. The aircraft collection with power collect which the plot the previously observed but temporarily overfooted. Alter reconstructing owner and aircraft collection will be subsequent forced landing alter recovering and the serveral throughout the serveral through the power controlled during recovery and the aircraft noted into the ground. The plot serveral bandwood of the proviously observed power cables and the aircraft collided with them at the commencement of the story or on.	Subst.	
BSW	[Schneider] Junkers [DeHavilland] Jumbuck [DeHavilland] [DeHavilland] Hutter	DH-82 "Kingfisher Glider JU-52/3M DH-82 12 Glider DH-82 DH-82 H17 Glider 1.5 DH-82 DH-82 DH-82	14.10.59, 16.10.59, 17.10.59, 17.10.59, 17.10.59, 22.10.59, 31.10.59, 08.11.59, 10.11.59, 11.159, 12.11.59, 15.11.59,	near [Brimmed] near Murray Bridge Balyer Roer (artry) near Townste serodrome near near near Burt Plans Parafield airport Cowwarr near	near Perth Birregurra Alice Springs Cooma Worston near ??? near Sale [Herfield = ANSA] HORDAM	WA SA PNG VIC NT NSW SA NT SA VIC	PVT/Day PVT/Day CHTR/Day Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day Ag/Day PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day	The pilot misupage height above the crop and the aircraft overturned when the undercarriage became entangled. The field became height was for the aircraft overturned when the undercarriage became entangled. The field became height was for the aircraft value of the aircraft value of the aircraft value free and overturned in a forced landing off the airport. The pilot was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot and settle was a string from water contaminated field occurred at low height and the aircraft overturned in the subsequent forced landing on unusuable terrain. The pilot attemptined a steep turn at low altitude to lound on the levels of the aerodinem but lost control and the port wing struck the ground. The pilot attemptined as etep turn at low altitudes to lound on the levels of the aerodinem but lost control and the port wing struck the ground. The pilot attemptined as etep turn as low altitudes to lound on the levels of the aerodinem but lost control during a steep turn soon after take off and the aircraft struck the ground. The pilot attemptined powerdawaght conditions, the pilot endeavoured to land as one one of the pilot and proving the pilot and pilot	Subst.	
BSW AIW	Schneider Jankers [DeHavilland] Jumbuck [DeHavilland] [DeHavilland] [DeHavilland] Hutter Auster [DeHavilland] [DeHavilland] [DeHavilland]	DH-82 182 "Kingfisher Glider JU-52/3M DH-82 J2 Glider DH-82 DH-82 H17 Glider J.5 DH-82	14.10.59. 16.10.59. 17.10.59. 17.10.59. 22.10.59. 24.10.59. 31.10.59. 05.11.59. 10.11.59. 10.11.59. 11.11.59. 11.11.59.	near [Brinnead] near Murray Bridge Balyer River [ainstrip] near Townsite aerodrome near near Bur Pilins Parafield airport Cowwarr near near	near Perth Birregurs Alice Sornes Comus Riverton near 777 near Sale Irrefledat - ANA(A) Horsham Clire	WA SA PNG VIC NT NSW SA NT SA VIC VIC	PVT/Day PVT/Day CHTR/Day Ag/Day Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day	The pilot misulaged height above the crop and the aircraft overturned when the undercarrage became entangled. The field became chanted while the aircraft overturned when the undercarrage became entangled. The pilot was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot makes observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot maked with a strong downwind component. The aircraft overturned is sperve braking. The undercarrage was demolithed. Fingine power failure airsing from water contaminated fuel occurred at low height and the aircraft overturned in the subsequent forced landing on unutuable terrain. The pilot attempted a steep too all tow allitude to land on the lee-side of the aerodrome but lost control and the port wing struck the ground. The aircraft collected with power called which the pilot the previously observed but temporarily eventionate. All reconcarring downdrought conditions, he pilot entercondrol of land as close as possible to the lanning point and lost control during. The aircraft ballioned during hold off in gusty conditions. The pilot over-controlled during recovery and the aircraft noced into the ground. The pilot set control during hold off in gusty conditions. The pilot over-controlled during recovery and the aircraft noced into the ground. The aircraft ballioned during hold off in gusty conditions. The pilot over-controlled during recovery and the aircraft noced into the ground. The aircraft was hand-started without chocks. The thorstee setting was such that the aircraft moved forward and collided with a feece. The pilot certificated the presence of previously observed power cables and the aircraft drowed forward and collided with a feece.	Subst.	
BSW	[Schneider] Junkers [DeHavilland] Jumbuck [DeHavilland] [DeHavilland] Hutter	DH-82 "Kingfisher Glider JU-52/3M DH-82 12 Glider DH-82 DH-82 H17 Glider 1.5 DH-82 DH-82 DH-82	14.10.59, 16.10.59, 17.10.59, 17.10.59, 17.10.59, 22.10.59, 31.10.59, 08.11.59, 10.11.59, 11.159, 12.11.59, 15.11.59,	near [Brimmed] near Murray Bridge Balyer Rover [artary] near Townstse nerodrome near near Burt Plans Parafield airport Covewarr near near near near near near near n	near Perth Birregurra Alice Springs Cooma Worston near ??? near Sale [Herfield = ANSA] HORDAM	WA SA PNG VIC NT NSW SA NT SA VIC	PVT/Day PVT/Day CHTR/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day FVT/Day Ag/Day Ag/Day Trng/Day Ag/Day Ag/Day Ag/Day Trng/Day	The pilot misupage hergist above the crop and the aircraft overturned when the undercarriage became entangled. The file became herbisched while the aircraft was no final approach for faunding and the airport. The pilot was obsorved to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot makes obsorved to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot attemption and aircraft and aircraft spin from a drain during severe braking. The undercarriage was demolithed. If the pilot attemption are along from water contaminated fuel occurred at low height and the aircraft sorted mention of the subsequent forced landing constraints and aircraft sorted and the pilot attemption are pilot attemption and aircraft sorted or a spray run. The pilot corrected aircraft sorted aircraft sorted aircraft ai	Subst.	* Rego confirmed David troos (REX Avadion - retired):
BSW AIW SCH RBG "	Schneider] Junkers [DeHavilland] Jumbuck [DeHavilland] Jumbuck [DeHavilland] Hutter Auster [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland] Cessna	DH-82 182 "Kingfisher Gilder IJU-52/3M DH-82 12 Gilder DH-82 SH-82 SH-82 SH-82	14:10:59 16:10:59, 17:10:59, 17:10:59, 17:10:59, 22:10:59, 24:10:59, 31:10:59, 08:11:59, 10:11:59, 1	near [Brismead] rear Murray Bridge Balyer River [anstray] near Townsite aerodrome near Townsite aerodrome near Burt Palins Farafield alport Conwarr near near near near near near near n	near Perth Birregurs Alice Springs Cooms Riverton near 777 near 5de Irenfand - ANAIA Hordsham Clare Gloucester	VIA SA PNG VIC NT NSW SA NT SA VIC VIC VIC VIC VIC VIC VIC VIC	PVT/Day PVT/Day PVT/Day Ag/Day Ag/Day PVT/Day PVT/Day PVT/Day Ag/Day Ag/Day Ag/Day Trng/Day Golo) Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Trng/Day	The pilot envisoped height above the crop and the aircraft overturned when the undercarriage became entangled. The field became delated while the aircraft overturned when the undercarriage became entangled. The pilot was delated with the aircraft overturned when the undercarriage became entangled. The pilot was delated with a strong downward consposed. The aircraft swang of the aircraft struck trees and downward consposed. The pilot was delated with a strong downward consposed. The pilot was delated with a strong downward consposed. The aircraft swang of the strip into a distin during severe braiking. The undercarriage consposed was delated by the pilot aircraft overturned in the because of the pilot strength of	Subst.	- Rego confirmed David Irons (REX Avadion - retired): - Placy/Comer: Randy GALT: Aircraft recovered to Bankstrown and repaired.
BSW AIW	Schneider Jankers [DeHavilland] Jumbuck [DeHavilland] [DeHavilland] [DeHavilland] Hutter Auster [DeHavilland] [DeHavilland] [DeHavilland]	DH-82 182 "Kingfisher Glider JU-52/3M DH-82 J2 Glider DH-82 DH-82 H17 Glider J.5 DH-82	14.10.59. 16.10.59. 17.10.59. 17.10.59. 22.10.59. 24.10.59. 31.10.59. 05.11.59. 10.11.59. 10.11.59. 11.11.59. 11.11.59.	near [Brimmed] near Murray Bridge Balyer Rover [artary] near Townstse nerodrome near near Burt Plans Parafield airport Covewarr near near near near near near near n	near Perth Birregurs Alice Sornes Comus Riverton near 777 near Sale Irrefledat - ANA(A) Horsham Clire	WA SA PNG VIC NT NSW SA NT SA VIC VIC	PVT/Day PVT/Day CHTR/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day FVT/Day Ag/Day Ag/Day Trng/Day Ag/Day Ag/Day Ag/Day Trng/Day	The pilot misupage height above the crop and the aircraft overturned when the undercarrage became entangled. The file became heatested while the aircraft was not final approach for faulting and the aircraft struck trees and overturned in a forced landing off the airport. The pilot was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot and observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot landed with a strong downwind consposent. The aircraft swrung off the strip into a drain during severe braking. The undercarrage was demolithed. Engine power failure aircing from water containmanted fuel occurred at low height and the aircraft overturned in the subsequent forced landing the pilot attempted steeps turn soon after take of and the aircraft struck the ground. The pilot stocentric durings a steep turn a low without the land on the level seed of the aerostions that bets contrived during a steep turn soon after take of and the aircraft struck the ground. The pilot stocentric durings a steep turn soon after take of and the aircraft struck the ground. The aircraft collided with power cables which the pilot had previously determed but temporarily overtokeds. After encountering downdraught conditions, the pilot endeavoured to land as close as possible to the launching point and lost control during a launching point and lost control during a launching point and lost control during a launching and air launching point and lost control during a launching point and lost out the during a launching point and lost out the during a launching point and lost out the during a launching point and lost outered during a launching point and lost outered during not a launching point and lost outered during not a launching and launching point and lost outered during not a launching point and lost outered during not a launching point and lost outered during not lost an air launching point and lost outered lau	Subst.	
BSW AIW SCH RBG "	Schneider] Junkers [DeHavilland] Jumbuck [DeHavilland] Jumbuck [DeHavilland] Hutter Auster [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland] Cessna	DH-82 182 "Kingfisher Gilder IJU-52/3M DH-82 12 Gilder DH-82 SH-82 SH-82 SH-82	14:10:59 16:10:59, 17:10:59, 17:10:59, 17:10:59, 22:10:59, 24:10:59, 31:10:59, 08:11:59, 10:11:59, 1	near [Brismead] rear Murray Bridge Balyer River [anstray] near Townsite aerodrome near Townsite aerodrome near Burt Palins Farafield alport Conwarr near near near near near near near n	near Perth Birregurs Alice Springs Cooms Riverton near 777 near 5de Irenfand - ANAIA Hordsham Clare Gloucester	VIA SA PNG VIC NT NSW SA NT SA VIC VIC VIC VIC VIC VIC VIC VIC	PVT/Day PVT/Day CHTR/Day Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day Ag/Day Ag/Day Trng/Day (Solo) Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Trng/Day (Solo)	The pilot envisoped height above the crop and the aircraft overturned when the undercarriage became entangled. The field became delated while the aircraft overturned when the undercarriage became entangled. The pilot was delated with the aircraft overturned when the undercarriage became entangled. The pilot was delated with a strong downward consposed. The aircraft swang of the aircraft struck trees and downward consposed. The pilot was delated with a strong downward consposed. The pilot was delated with a strong downward consposed. The aircraft swang of the strip into a distin during severe braiking. The undercarriage consposed was delated by the pilot aircraft overturned in the because of the pilot strength of	Subst.	
BSW AIW SCH RBG * RAZ	Schneider Jumbuck DeHawilland Jumbuck Dehawilland Dehawilland Hutter Auster DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland	DH-82 182 "Kingfisher Gilder JU-52/3M DH-82 J Gilder DH-82 H17 Gilder J 5 DH-82	14:10:59. 16:10:59. 17:10:59. 17:10:59. 17:10:59. 17:10:59. 17:10:59. 24:10:59. 31:10:59. 08:11:59. 10:11:59. 15:11:59. 15:11:59. 19:11:59.	near [Brinnead] near Murray Bridge Bayer Rover Jaintrip) near Townste aerodrome near near Burt Plains Parafield airport Cowwarr near near near near near near near n	near Perth Birregura Alice Sorings Coomia Roverton near 777 near 777 near 5ale [Intylinisi = ANA] Horsham Cline Gloucester [Campided Park*]	WA SA PNG VIC NT NSW SA NT SA VIC QLD NSW SA	PVT/Day PVT/Day CHTR/Day Ag/Day Ag/Day PVT/Day PVT/Day Ag/Day Ag/Day Trng/Day (Solo) Ag/Day	The pilot misubged hergist above the crop and the aircraft overturned when the undercarriage became entangled. The file became hergist above the crop and the aircraft overturned when the undercarriage became entangled. The file became hergist was not overturned in a forced landing off the airport. The pilot was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot anded with a strong downwind consponent. The aircraft swrung off the strip into a drain during severe braking. The undercarriage was demolithed. Fingine power failure airsing from water contaminated fuel occurred at low height and the aircraft overturned in the subsequent forced landing contained the strip into a desired of the strip into a drain during severe braking. The undercarriage was demolithed. Fingine power failure airsing from water contaminated fuel occurred at low height and the aircraft strott overturned in the subsequent forced landing. The pilot set common during a steep turn soon after take of and the aircraft strotts the ground. The pilot set common during a steep turn soon after take of and the aircraft strotts the ground. The aircraft callided with power calles which the pilot the grown of the strotts the ground. The aircraft ballowed during hold off in pasty conditions. The pilot over-controlled during recovery and the aircraft nozed into the ground. The pilot overlooked the presence of previously observed power calles and the aircraft collided with them at the commencement of the grayr unit. The aircraft was hand-started without chicks. The thereties esting was such that the aircraft nounded own and commencement of the grayr unit. The pilot overlooked the presence of previously observed power calles and the aircraft collided with them at the commencement of the grayr unit. The pilot was practicing steep single owner off approaches but the aircraft collided with them aircraft owner down and collided with a fence. The pilot was practicing steep single owner of	Subst.	
BSW AIW SCH RBG "	Schneider] Junkers [DeHavilland] Jumbuck [DeHavilland] Jumbuck [DeHavilland] Hutter Auster [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland] Cessna	DH-82 182 "Kingfisher Gilder IJU-52/3M DH-82 12 Gilder DH-82 SH-82 SH-82 SH-82	14:10:59 16:10:59, 17:10:59, 17:10:59, 17:10:59, 22:10:59, 24:10:59, 31:10:59, 08:11:59, 10:11:59, 1	near [Brismead] rear Murray Bridge Balyer River [anstray] near Townsite aerodrome near Townsite aerodrome near Burt Palins Farafield alport Conwarr near near near near near near near n	near Perth Birregurs Alice Springs Cooms Riverton near 777 near 5de Irenfand - ANAIA Hordsham Clare Gloucester	VIA SA PNG VIC NT NSW SA NT SA VIC VIC VIC VIC VIC VIC VIC VIC	PVT/Day PVT/Day CHTR/Day Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day Ag/Day Ag/Day Trng/Day (Solo) Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Trng/Day (Solo)	The pilot enimojuteged hereight above the crop and the aircraft overturned when the undercarriage became enimagled. The file became hereight was not included to the pilot of the design of the aircraft struck trees and overturned in a forced landing off the aircraft. The gibbr was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The gibbr was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The gibbr was become a reliable to the spin from a data during severe braking. The undercarriage for the spin from a data during severe braking. The undercarriage for the spin from a data during severe braking. The undercarriage for unusuable terrain. The pilot attempted a steep turn at low altitude to land on the leve steel of the aerodiname but lost control during a steep turn as low altitude to land on the leve stee of the aerodiname but lost control during a steep turn soon after take off and the aircraft struck the ground. The pilot attempted with power cables which the gibb had perviously observed but tempority overtoked. After reconstricting downdraught conditions, the pilot endeavoured to land as one as possible to the launching point and lost control during a them the wide of low height. The aircraft stillade the presence of privately observed power cables and the aircraft struck with them at the commencement of the story run. The pilot coerbooked the presence of privately observed power cables and the aircraft moved forward and collided with a ferce. The pilot overbooked the presence of privately observed power cables and the aircraft moved forward and collided with a ferce. The pilot overbooked the presence of privately observed power cables and the aircraft moved forward and collided with a ferce. The pilot overbooked the presence of privately observed power cables and the aircraft moved forward and collided with a ferce. The pilot overbooked the presence of privately observed power cables and t	Subst.	
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BSW AIW SCH RBG * RAZ	Schneider Jumbuck DeHawilland Jumbuck Dehawilland Dehawilland Hutter Auster DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland	DH-82 182 "Kingfisher Gilder JU-52/3M DH-82 J Gilder DH-82 H17 Gilder J 5 DH-82	14:10:59. 16:10:59. 17:10:59. 17:10:59. 17:10:59. 17:10:59. 17:10:59. 24:10:59. 31:10:59. 08:11:59. 10:11:59. 15:11:59. 15:11:59. 19:11:59.	near [Brinnead] near Murray Bridge Bayer Rover Jaintrip) near Townste aerodrome near near Burt Plains Parafield airport Cowwarr near near near near near near near n	near Perth Birregura Alice Sorings Coomia Roverton near 777 near 777 near 5ale [Intylinisi = ANA] Horsham Cline Gloucester [Campided Park*]	WA SA PNG VIC NT NSW SA NT SA VIC QLD NSW SA	PVT/Day PVT/Day CHTR/Day Ag/Day Ag/Day PVT/Day PVT/Day Ag/Day Ag/Day Trng/Day (Solo) Ag/Day	The pilot enimopage hergist above the crop and the aircraft overturned when the undercarraige became enimagled. The file became hergists was been the crop and the aircraft overturned when the undercarraige became enimagled. The file became hergists was filed to the control of the pilot was formed and the pilot was filed for the aircraft. The pilot was believed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot and aircraft was strong downwind component. The aircraft swang of the strip into a drain during severe braking. The undercarraige was demolithed. The pilot attempted a steep turn at low was distuded to load on the level and the aircraft structured in the subsequent forced landing on unusualized terrain. The pilot attempted as steep turn at low was distuded to load on the level due for the aerodraft most lost control and the port wing struck the ground. The pilot attempted with power cables which be pilot had previously observed by the regional. The aircraft subsidient during a steep turn soon after take off and the aircraft structs the ground. The aircraft subsidient during both off in pasty conditions, the pilot endeavoured to land as one as possible to the launching point and lost control during a launching point and lost control during. All the excent subsidients during had been previously observed power cables and the aircraft collided with them at the commercement of the sorary run. The aircraft was hand started without chocks. The throttle estiting was such that the aircraft collided with them at the commercement of the sorary truns. The pilot controlled by these pilot persons of previously observed power cables and the aircraft collided with them at the commercement of the sorary truns. The pilot was practited by great great power but the ground and collided with free one sheet was to most in a spray run. The pilot was practited preven great power power ables and the aircraft collided with them during approach to a spray run. The pi	Subst.	
BSW AIW SCH RBG RAZ UGM	Schneider Jumbuck DeHawilland Jumbuck Dehawilland Dehawilland Hutter Auster DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland	DH-82 182 "Kingfisher Glider JU-52/3M 19-52/3M 19-52/3M 12-53/3M 12-53/3M 13-53/3M 1	14:10:59. 16:10:59. 17:10:59. 17:10:59. 22:10:59. 24:10:59. 31:10:59. 31:10:59. 08:11:59. 10:11:59. 10:11:59. 10:11:59. 10:11:59. 10:11:59. 10:11:59. 10:11:59. 10:11:59.	near [Brismead] rear Murray Bridge Balyer River [anstray] near Townsite aerodrome near Townsite aerodrome near Burt Walns Parafield asport Cowwar pear near near near near near near near n	near Perth Birregurs Alice Springs Cooms Riverton Reser 2777 Heart Side Interface 45/4(4) Gloucester ("Campbell Park") Moorabbin [serodrome] Winchelses	WA SA PNG VIC NT NSW SA NT SA VIC	PYT/Day PYT/Day PYT/Day Ag/Day PYT/Day PYT/Day PYT/Day PYT/Day Ag/Day Trag/Day (Solo) Ag/Day Trag/Day Ag/Day	The pilot envisoped height above the crop and the aircraft overturned when the undercarriage became entangled. The file became characted while the aircraft overturned when the undercarriage became entangled. The file became characted while the aircraft was not independent of unding and the aircraft struk trees and overturned in a forced landing off the aircraft. The gibbt was behaviored to pain from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The gibbt was behaviored and the strong downward component. The aircraft swing off the strip into a distin during severe braiking. The undercarriage capies power failure arising from water consensated feet occurred as the wheepst and the aircraft overturned in the subsequent forcered landing on unusuable terrain. The pilot attempted a steep turn at two willhade to land on the lee-side of the aerodomous but local control and the government of the subsequent forcered landing on unusuable terrain. The pilot attempted a steep turn at two willhade to land on the lee-side of the aerodomous but local control and the government of the subsequent forcered landing on unusuable terrain. The pilot attempted as the purn as two willhades to land on the lee-side of the aerodomous but local control and the government of the pilot agreed to the subsequent forcer and the aerodomous places are also as the pilot agreed to the pilot control during a steep turn so so where two exceeding the subsequent forcers are also as the pilot control during a steep turn so also will be pilot pilot control during a steep turn so also will be pilot pilot pilot government and the steep subsequent forcers and the aerodomic moder and collider with a feet part of the served through the pilot pilot government and the steep subsequent pilot government and the pilot government and collider with a feet government and collider with a feet government and collider while a feet. The pilot overflooded the presence of previously observed power cables and the aircraft noved forw	Subst.	
BSW AIW SCH RBG * RAZ	Schneider Jumbuck DeHawilland Jumbuck Dehawilland Dehawilland Hutter Auster DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland	DH-82 182 "Kingfisher Glider JU-52/3M DH-82 JS Glider DH-82 H17 Glider 1.5 DH-82	14:10:59. 16:10:59. 17:10:59. 17:10:59. 22:10:59. 22:10:59. 24:10:59. 31:10:59. 06:11:59. 10:11:59. 10:11:59. 19:11:59. 19:11:59.	near [Brismeat] near Murray Bridge Balyer Rover Jaintrip) near Townstile secondrome near near near Rur Plans Burt Plans Parafield airport Cowwarr near near near near near near near n	near Perth Birregura Alice Springs Cooma Riverton near 727 near 736 [Irenfeld = ANSA] Istordam Cline Gloucester ["Campbell Park"] Moorabbin [serodrome]	WA SA PNG VIC NT NSW SA NT SA VIC VIC QLD NSW SA VIC	PYT/Day PYT/Day PYT/Day Ag/Day PYT/Day PYT/Day PYT/Day PYT/Day Ag/Day Trag/Day (Solo) Ag/Day Trag/Day Ag/Day	The pilot misupage height above the crop and the aircraft overturned when the undercarraige became entangled. The file became height was found to the control of the pilot was found in the pilot was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot and and the strong downwind consponent. The aircraft swang of the strip into a drain during severe braking. The undercarriage was demolithed. It regime power bash and sing from water contaminated fuel occurred at low height and the aircraft swang evere braking. The undercarriage was demolithed. The pilot attempted a steep turn at low waltbade to load on the leve det of the aerodine to lot occurred and the pilot state control during a steep turn at low waltbade to load on the leve and the aircraft struck the ground. The pilot stocentral during a steep turn at low waltbade for any of the aircraft struck the ground. The pilot stocentral during a steep turn stow after take of and the aircraft struck the ground. The aircraft stated with power cables which he pilot had perviously debrewed but temporary overticated. After encountering downdraught conditions, the pilot endeavoured to lond as old one a possible to the launching point and tost control during a launching point and stot control during. The aircraft stabliconed during hold off in posity conditions. The pilot over-controlled during recovery and the aircraft struck the ground. The aircraft stabliconed during hold off in gosty conditions. The pilot over-controlled during recovery and the aircraft noded with the ground. The aircraft stabliconed during hold off in gosty conditions. The pilot over-controlled during recovery and the aircraft and an official with the men at the commencement of the struck. The aircraft stabliconed during hold official in the since of previously observed power cables and the aircraft collided with the	Subst.	
BSW AIW SCH RBG RAZ UGM	Schneider Jumbuck DeHawilland Jumbuck Dehawilland Dehawilland Hutter Auster DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland	DH-82 182 "Kingfisher Glider JU-52/3M 19-52/3M 19-52/3M 12-53/3M 12-53/3M 13-53/3M 1	14:10:59. 16:10:59. 17:10:59. 17:10:59. 22:10:59. 24:10:59. 31:10:59. 31:10:59. 08:11:59. 10:11:59. 10:11:59. 10:11:59. 10:11:59. 10:11:59. 10:11:59. 10:11:59. 10:11:59.	near [Brismead] rear Murray Bridge Balyer River [anstray] near Townsite aerodrome near Townsite aerodrome near Burt Walns Parafield asport Cowwar pear near near near near near near near n	near Perth Birregurs Alice Springs Cooms Riverton Reser 2777 Heart Side Interface 45/4(4) Gloucester ("Campbell Park") Moorabbin [serodrome] Winchelses	WA SA PNG VIC NT NSW SA NT SA VIC	PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day Trig/Day Ag/Day	The pilot envisoped neight above the crop and the arroral overturned when the undercarraige became enhangled. The file became health was for his production of the pilot of the pilot of the pilot was not overturned in a forced landing off the airport. The gibbr was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The gibbr was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The gibbr was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The gibbr was riving from water containmated field occurred at the strip into a drain during severe braking. The undercarraige capies power failars arising from water containmated field occurred at the height and the aircraft strike the ground. The pilot attempting at steep turn at low willholds to land on the leve sade of the aerodismose but lost control during a steep turn as low willholds to land on the leve sade of the aerodismose but lost control during a steep turn soon after take off and the aircraft strike the ground. The pilot attemption to power business with his pilot had previously observed by temporary overticuled. Alter encountering downdraught conditions, the pilot endeavoured to land as once a possible to the launching point and lost control during. Alter encountering downdraught conditions, the pilot endeavoured to land as once a possible to the launching point and lost control during. The aircraft shallowed during blotd off in payls conditions. The pilot over-controlled during recovery and the aircraft model disto the ground. The aircraft was hand-started without chocks. The thortife setting was such that the aircraft model forward and collided with a fence. The pilot overbooked the presence of previously observed power cables and the aircraft model forward and collided with a fence. The pilot assert package dates and the aircraft collided with them the during approach to a spery unit. The	Subst.	
BSW AIW SCH RBG RAZ UGM	(Schoolder) Junkers (Dottovilland) Junkers (Dottovilland) Junkolder (Dottovilland) (Dottovilland) (Dottovilland) (Dottovilland) (Dottovilland) (Cottovilland) (Cottovilland) (Cottovilland) (Cottovilland) (Cottovilland) (Cottovilland)	DH-82 182 "Kingfisher"Gilder 10-52/3M DH-82 DH-82 H17 Gilder DH-82 H17 Gilder DH-82	14:10:59, 16:10:59, 17:10:59, 17:10:59, 22:10:59, 24:10:59, 31:10:59, 08:11:59, 10:11:59,	near [Brismead] rear Murray Bridge Balyer River [ansary] near Townsite aerodrome near near Burt Walns Paralleid asport Cowwarr near near near near near near near n	near Perth Birregura Alice Springs Cooms Riverton Reser 277 Face 55de Interdist 5 ANAIA Brothsham Clare Gloucester ["Campidel Park"] Moorabbin [servotrone] Winchelses Cressy	WA SA PNG VIC NT NSW SA NT SA VIC VIC QLD NSW SA VIC	PYT/Day PYT/Day PYT/Day PYT/Day Ag/Day PYT/Day Ag/Day	The pilot envisoped neight above the crop and the arroral overturned when the undercarraige became enhangled. The file became health was for his production of the pilot of the pilot of the pilot was not overturned in a forced landing off the airport. The gibbr was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The gibbr was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The gibbr was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The gibbr was riving from water containmated field occurred at the strip into a drain during severe braking. The undercarraige capies power failars arising from water containmated field occurred at the height and the aircraft strike the ground. The pilot attempting at steep turn at low willholds to land on the leve sade of the aerodismose but lost control during a steep turn as low willholds to land on the leve sade of the aerodismose but lost control during a steep turn soon after take off and the aircraft strike the ground. The pilot attemption to power business with his pilot had previously observed by temporary overticuled. Alter encountering downdraught conditions, the pilot endeavoured to land as once a possible to the launching point and lost control during. Alter encountering downdraught conditions, the pilot endeavoured to land as once a possible to the launching point and lost control during. The aircraft shallowed during blotd off in payls conditions. The pilot over-controlled during recovery and the aircraft model disto the ground. The aircraft was hand-started without chocks. The thortife setting was such that the aircraft model forward and collided with a fence. The pilot overbooked the presence of previously observed power cables and the aircraft model forward and collided with a fence. The pilot assert package dates and the aircraft collided with them the during approach to a spery unit. The	Subst.	
BSW ARW SCH RRG « RAZ UGM	Schneider Jumbuck DeHawilland Jumbuck Dehawilland Dehawilland Hutter Auster DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland DeHawilland	DH-82 188 "Kingfisher Gilder JU-52/3M DH-82 J2 Gilder DH-82 H17 Gilder J-5 DH-82 DH-82 DH-82 DH-82 DH-82 DH-82 DH-82 DH-82 DH-82 Avian	14:10:59, 16:10:59, 17:10:59, 17:10:59, 22:10:59, 24:10:59, 31:10:59, 08:11:59, 08:11:59, 10:11:59,	near [Brinnead] near Murray Bridge Balyer Rover [arrary] near Townsiste nerodrome near near Burt Plans Parafield airport Cowwart near near near near near near near near	near Perth Birregura Alice Sorings Cooma Roverton near 7?7 near 7?7 near 5ale [Intylinisi = AriA] Horsham Cline Gloucester ['Campited Park'] Moorabbin [aerodrome] Winchelsea Unichesea Cresy Coocurry	WA SA PNG VIC NT NSW SA NT VIC QLD NSW SA VIC VIC QLD VIC VIC VIC VIC VIC QLD	PYT/Day PYT/Day PYT/Day PYT/Day Ag/Day PYT/Day Ag/Day	The pilot invisupled hergist above the crop and the aircraft overturned when the undercarrage became entangled. The file became hergists above the crop and the aircraft overturned when the undercarrage became entangled. The file became hergists which is a first operation of the pilot was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot and become the spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot and and a strong downwind consponent. The aircraft swring off the strip into a drain during severe braking. The undercarriage was demolithed. It against a strong downwind consponent and a strong downwind consponent. The aircraft swring for the strip into a drain during severe braking. The undercarriage was demolithed. It against a strong that a strong downwind consponent and the country of the strong downwind the strong downwind and the aircraft struck the ground. The pilot attempted a steep turn a tow altitude to load on the less det of the aerotrone to list occurred and the port using struck the ground. The pilot attempted as steep turn soon after take off and the aircraft struck the ground. The pilot accountering downwindingst conditions, the pilot endeasoured to load as close as possible to the launching point and stot control during a laun mit ow wind a both beingle. The aircraft stall bullooned during hold soff in pasts conditions. The pilot over-controlled during necessary and the aircraft struck the ground. The pilot overflooded the presence of previously observed power cables and the aircraft collided with them at the commencement of the launching point and stot control during a launching point and stot control during a launching point and stot of the struck the substitution of the struck the substitu	Subst.	
BSW ARW SCH RRG « RAZ UGM	(Schoolder) Junkers (Dottovilland) Junkers (Dottovilland) Junkolder (Dottovilland) (Dottovilland) (Dottovilland) (Dottovilland) (Dottovilland) (Cottovilland) (Cottovilland) (Cottovilland) (Cottovilland) (Cottovilland) (Cottovilland)	DH-82 182 "Kingfisher"Gilder 10-52/3M DH-82 DH-82 H17 Gilder DH-82 H17 Gilder DH-82	14:10:59, 16:10:59, 17:10:59, 17:10:59, 22:10:59, 24:10:59, 31:10:59, 08:11:59, 10:11:59,	near [Brismead] rear Murray Bridge Balyer River [ansary] near Townsite aerodrome near near Burt Walns Paralleid asport Cowwarr near near near near near near near n	near Perth Birregura Alice Springs Cooms Riverton Reser 277 Face 55de Interdist 5 ANAIA Brothsham Clare Gloucester ["Campidel Park"] Moorabbin [servotrone] Winchelses Cressy	WA SA PNG VIC NT NSW SA NT SA VIC VIC QLD NSW SA VIC	PYT/Day PYT/Day Ag/Day Ag/Day Ag/Day PYT/Day PYT/Day PYT/Day Trng/Day (soloi) Ag/Day Ag/Day PYT/Day Ag/Day	The pilot environmental work of the company of the arroral overturned when the undercarriage became entangled. The file became healthcoated while the arroral overturned when the undercarriage became entangled. The file became healthcoated while the arroral was not final approach for funding and the aircraft struck trees and overturned in a forced landing off the aircraft. The gibbr was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The gibbr was become a reliable to the spin of the	Subst.	
BSW ARW SCH RBG RAZ UGM UVK	(Schouder) Markers (Detectional) Markers (Detectional) (Desentional) (Desentional) (Destectional)	DH-82 182 *Kingfloher*Cilider JJ-53/3M J-53/3M	1410.59, 1610.59, 1610.59, 1610.59, 1710.59, 1710.59, 1710.59, 2210.59, 2410.59, 3110.59, 0611.59, 0611.59, 161	near [Brismead] rear Murray Bridge Bayer River [ancept] near Townsite serodrome Pear Burt Plains Burt Plains Paraffeld airport Cowwarr near near near near near near near n	near Perth Birregura Alice Springs Cooma Riverton Riverton Riverton Rear 526 [Ireglied = A15A] Horsham Cline Gloucester [*Campbell Park*] Moorabbin [secotrome] Winchebea Cressy Concury Camden	WA SA PNG VIC NT NSW SA NT SA NT VIC	PYT/Day PYT/Day PYT/Day Ag/Day Ag/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day PYT/Day Ag/Day	The pilot envisoped neight above the crop and the arroral overturned when the undercarriage became entangled. The file became desired with the arroral verturned when the undercarriage became entangled. The pilot was desired and the pilot of the arroral verturned when the undercarriage became entangled. The pilot extended politic	Subst.	
BSW ARW SCH RRG « RAZ UGM	(Schoolder) Junkers (Dottovilland) Junkers (Dottovilland) Junkolder (Dottovilland) (Dottovilland) (Dottovilland) (Dottovilland) (Dottovilland) (Cottovilland) (Cottovilland) (Cottovilland) (Cottovilland) (Cottovilland) (Cottovilland)	DH-82 Nonglisher Gilder JU-52/3M DH-82 12 Gilder DH-82 H3 Tilder DH-82 H3 Tilder DH-82 H3 Tilder DH-82	1410.59 1610.59 1610.59 1710.59 1710.59 2210.59 2210.59 2210.59 2210.59 2210.59 1011.59 1011.59 1011.59 1011.59 1011.59 1211.59 1211.59 2211.59 2211.59 2211.59 2211.59 2211.59 2211.59 2211.59	near [Brinnead] near Murray Bridge Balyer Rover [arrary] near Townsiste nerodrome near near Burt Plans Parafield airport Cowwart near near near near near near near near	near Perth Birregura Alice Sorings Cooma Roverton near 7?7 near 7?7 near 5ale [Intylinisi = AriA] Horsham Cline Gloucester ['Campited Park'] Moorabbin [aerodrome] Winchelsea Unichesea Cresy Coocurry	WA SA PNG VIC NT NSW SA VIC VIC QLD NSW SA VIC VIC QLD NSW SA VIC	PYT/Day PYT/Day PYT/Day PYT/Day Ag/Day Ag/Day PYT/Day PYT/Day Ag/Day	The pilot enimopage height above the crop and the aircraft overturned when the undercarraige became enhangled. The file became height was not independently was no final approach for faulting and the airport. The pilot was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot and several properties of the aircraft was properties of the aircraft and the spin regain into the ground. The pilot attempting severe braking. The undercarraige was demoliticated and aircraft and properties of the aircraft was demoliticated and aircraft and properties of the aircraft was demoliticated and aircraft and properties of the pilot attempting severe braking. The undercarraige was demoliticated as the pilot attempting and aircraft and the aircraft and the aircraft averturned in the subsequent forced landing on unusualistic terrain. The pilot attempting attempt turn at low attitude to loud on the be-side of the aerodraft most to control and the port wing struck the ground. The pilot attempting the pilot as the pilot and previously observed put temporary overtoked. The pilot attempting the pilot as a several power part and the pilot has previously observed power part and the aircraft struck the ground. The aircraft sublicated during a steep turn soon after take off and the aircraft struck the ground. The aircraft sublicated during part and the subsequent provided and the aircraft subsequent provided and the provided and the aircraft subsequent provided and t	Subst.	
BSW AIW SCH RBG RAZ UGM UVK	(Schouder) Markers (Detectional) Markers (Detectional) (Desentional) (Desentional) (Destectional)	DH-82 182 *Kingfloher*Cilider JJ-53/3M J-53/3M	1410.59, 1610.59, 1610.59, 1610.59, 1710.59, 1710.59, 1710.59, 2210.59, 2410.59, 3110.59, 0611.59, 0611.59, 161	near [Brismead] rear Murray Bridge Bayer River [ancept] near Townsite serodrome Pear Burt Plains Burt Plains Paraffeld airport Cowwarr near near near near near near near n	near Perth Birregura Alice Springs Cooma Riverton Riverton Riverton Rear 526 [Ireglied = A15A] Horsham Cline Gloucester [*Campbell Park*] Moorabbin [secotrome] Winchebea Cressy Concury Camden	WA SA PNG VIC NT NSW SA NT SA NT VIC	PYT/Day PYT/Day PYT/Day Ag/Day Ag/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day PYT/Day Ag/Day	The pilot enimopage height above the crop and the aircraft overturned when the undercarraige became enhangled. The file became height was not independently was no final approach for faulting and the airport. The pilot was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot and several properties of the aircraft was properties of the aircraft and the spin regain into the ground. The pilot attempting severe braking. The undercarraige was demoliticated and aircraft and properties of the aircraft was demoliticated and aircraft and properties of the aircraft was demoliticated and aircraft and properties of the pilot attempting severe braking. The undercarraige was demoliticated as the pilot attempting and aircraft and the aircraft and the aircraft averturned in the subsequent forced landing on unusualistic terrain. The pilot attempting attempt turn at low attitude to loud on the be-side of the aerodraft most to control and the port wing struck the ground. The pilot attempting the pilot as the pilot and previously observed put temporary overtoked. The pilot attempting the pilot as a several power part and the pilot has previously observed power part and the aircraft struck the ground. The aircraft sublicated during a steep turn soon after take off and the aircraft struck the ground. The aircraft sublicated during part and the subsequent provided and the aircraft subsequent provided and the provided and the aircraft subsequent provided and t	Subst.	
BSW AIW SCH RBG RAZ UGM UVK	(Schouder) Markers (Detectional) Markers (Detectional) (Desentional) (Desentional) (Destectional)	DH-82 Nonglisher Gilder JU-52/3M DH-82 12 Gilder DH-82 H3 Tilder DH-82 H3 Tilder DH-82 H3 Tilder DH-82	1410.59, 1410.59, 1710.59, 17710.59,	near (Brismead) near Murray Bridge Balyer Rover (artistry) near Townstole serodrome near near near Rur Plans Parafield alrort Cowwarr near near near near near near near n	near Perth Birregura Alice Springs Cooma Riverton Riverton Riverton Rear 526 [Ireglied = A15A] Horsham Cline Gloucester [*Campbell Park*] Moorabbin [secotrome] Winchebea Cressy Concury Camden	WA SA PNG VIC NT NSW SA VIC VIC QLD NSW SA VIC VIC QLD NSW SA VIC	PYT/Day PYT/Day PYT/Day Ag/Day PYT/Day PYT/Day Ag/Day PYT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Trag/Day Ag/Day Ag/Day PYT/Day Ag/Day	The pilot enimopage favelyst above the crop and the aircraft overturned when the undercarraige became enimagled. The file became favelsted while the aircraft was no final approach for faulting and the aircraft. The pilot was obsorived to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot and several properties of the aircraft straining and aircraft straining severe braking. The undercarriage was demolithed. The pilot attempted with a strong downwind consponent. The aircraft swange of the strip into a drain during severe braking. The undercarriage was demolithed. The pilot attempted and aircraft straining and aircraft straining severe braking. The undercarriage was demolithed. The pilot attempted as the pilot attempted as the pilot and one the e-side of the aerodina to the control of the pilot attempted and the mass forced to l	Subst.	
BSW AIW SCH RBG RAZ UGM UVK	(Schouder) Markers (Detectional) Markers (Detectional) (Desentional) (Desentional) (Destectional)	DH-82 182 "Kingfisher"Gilder 10-52/3M DH-82 DH-82 H17 Gilder DH-82	1410.59 1610.59 1610.59 1710.59 1710.59 2210.59 2210.59 2210.59 2210.59 2210.59 1011.59 1011.59 1011.59 1011.59 1011.59 1211.59 1211.59 2211.59 2211.59 2211.59 2211.59 2211.59 2211.59 2211.59	near [Brismead] rear Murray Bridge Bayer River [ancept] near Townsite serodrome Pear Burt Plains Burt Plains Paraffeld airport Cowwarr near near near near near near near n	near Perth Birregura Alice Springs Cooma Riverton Riverton Riverton Rear 526 [Ireglied = A15A] Horsham Cline Gloucester [*Campbell Park*] Moorabbin [secotrome] Winchebea Cressy Concury Camden	WA SA PNG VIC NT NSW SA VIC VIC QLD NSW SA VIC VIC QLD NSW SA VIC	PYT/Day PYT/Day PYT/Day PYT/Day Ag/Day Ag/Day PYT/Day PYT/Day Ag/Day	The pilot enimopage height above the crop and the aircraft overturned when the undercarraige became enhangled. The file became helicitated with the aircraft was no final approach for faulting and the aircraft. The pilot was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot and several properties of the aircraft was for the aircraft and the spin again into the ground. The pilot attempting severe braking. The undercarraige was demolithed. The pilot attempting severe braking. The undercarraige was demolithed. The pilot attempting and aircraft properties of the pilot attempting severe braking. The undercarraige was demolithed. The pilot attempting and aircraft properties of the pilot attempting and aircraft severturned in the subsequent forced landing on unusualable terrain. The pilot attempting attemption are subsequent forced landing or unusualable terrain. The pilot attempting attemption are subsequent forced landing or unusualable terrain. The pilot attempting and power parallel which the pilot had previously observed but tempority overtoked. The pilot attempting the pilot attemption of the pilot had previously observed but tempority overtoked. The aircraft sublicioned during but being the pilot had previously observed put tempority overtoked. The aircraft bullicioned during hold of in pasty conditions. The pilot over-controlled during recovery and the aircraft model into the ground. The aircraft bullicioned during hold of previously observed power cables and the aircraft collided with them at the commencement of the spray run. The pilot evertoked the presence of previously observed power cables and the aircraft collided with them during approach to a spray run. The pilot was practitive pilot page and power deep proposable but the facinat ask polity during round out and the one-whele was tom off in a distribution of the strip threshold. The pilot was practitive pilot	Subst.	
BSW ANW SCH. SCH. RGC RG RAZ UGM UVK. UVR	(Schouder) Markers (Debestullar) Jumbers (Debestullar) (Centerollard)	DH-82 "Kingfisher Gilder JU-52/3M DH-82 J2 Gilder DH-82 H3 Gilder DH-82 H3 Gilder DH-82 H3 Gilder DH-82 H3 Gilder DH-82 Gilder DH-82 Gilder Trainer (Gilder)	1410.59, 1610.59, 171	near (Brinnead) near Murray Bridge Balyer Rover (antrop) near Townstale serodrome near near near near near near near nea	Rear Perth Birregura Alice Sorings Cooma Roverton Roverton near 7?7 near 7?7 near 7?7 for a fail of the fail	WA SA PNG VIC NT NSW SA NT NSW SA NT CUC VIC VIC VIC VIC VIC VIC VIC VIC VIC VI	PYT/Day PYT/Day PYT/Day Ag/Day Ag/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day Ag/Day Ag/Day PYT/Day Ag/Day Ag/Day Ag/Day PYT/Day Ag/Day	The pilot enimopatege facility above the crop and the aircraft overturned when the undercarriage became enimagled. The file became health was found that the pilot of the pilot was found in the pilot was found to the pilot was fo	Subst. Dest.	
BSW AIW SCH RBG RAZ UGM UVK	(Schouder) Markers (Debestullar) Jumbers (Debestullar) (Centerollard)	DH-82 182 "Kingfisher"Gilder 10-52/3M DH-82 DH-82 H17 Gilder DH-82	1410.59, 1410.59, 1710.59, 17710.59,	near (Brismead) near Murray Bridge Balyer Rover (artistry) near Townstole serodrome near near near Rur Plans Parafield alrort Cowwarr near near near near near near near n	near Perth Birregura Alice Springs Cooma Riverton Riverton Riverton Rear 526 [Ireglied = A15A] Horsham Cline Gloucester [*Campbell Park*] Moorabbin [secotrome] Winchebea Cressy Concury Camden	WA SA PNG VIC NT NSW SA VIC VIC QLD NSW SA VIC VIC QLD NSW SA VIC	PYT/Day PYT/Day PYT/Day Ag/Day Ag/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day Ag/Day Ag/Day PYT/Day Ag/Day Ag/Day Ag/Day PYT/Day Ag/Day	The pilot enimopage favelyst above the crop and the aircraft overturned when the undercarraige became enimagled. The file became favelsted while the aircraft was no final approach for faulting and the aircraft. The pilot was obsorived to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot and several properties of the aircraft straining and aircraft straining severe braking. The undercarriage was demolithed. The pilot attempted with a strong downwind consponent. The aircraft swange of the strip into a drain during severe braking. The undercarriage was demolithed. The pilot attempted and aircraft straining and aircraft straining severe braking. The undercarriage was demolithed. The pilot attempted as the pilot attempted as the pilot and one the e-side of the aerodina to the control of the pilot attempted and the mass forced to l	Subst.	
BSW ANW SCH RG RG RAZ UGM UVR	(Schouder) Markers (Debestullar) Jumbers (Debestullar) (Centerollard)	DH-82 "Kingfisher Gilder JU-52/3M DH-82 J2 Gilder DH-82 H3 Gilder DH-82 H3 Gilder DH-82 H3 Gilder DH-82 H3 Gilder DH-82 Gilder DH-82 Gilder Trainer (Gilder)	1410.59, 1610.59, 171	near (Brinnead) near Murray Bridge Balyer Rover (antrop) near Townstale serodrome near near near near near near near nea	Rear Perth Birregura Alice Sorings Cooma Roverton Roverton near 7?7 near 7?7 near 7?7 for a fail of the fail	WA SA PNG VIC NT NSW SA NT NSW SA NT CUC VIC VIC VIC VIC VIC VIC VIC VIC VIC VI	PYT/Day PYT/Day PYT/Day Ag/Day Ag/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day Ag/Day Ag/Day PYT/Day Ag/Day Ag/Day Ag/Day PYT/Day Ag/Day	The pilot enimopatege facility above the crop and the aircraft overturned when the undercarriage became enimagled. The file became health was found that the pilot of the pilot was found in the pilot was found to the pilot was fo	Subst. Dest.	
BSW ANW SCH RG RG RAZ UGM UVR	(Schouder) Markers (Debestullar) Jumbers (Debestullar) (Centerollard)	DH-82 "Kingfisher Gilder JU-52/3M DH-82 J2 Gilder DH-82 H3 Gilder DH-82 H3 Gilder DH-82 H3 Gilder DH-82 H3 Gilder DH-82 Gilder DH-82 Gilder Trainer (Gilder)	1410.59, 1610.59, 171	near (Brinnead) near Murray Bridge Balyer Rover (antrop) near Townstale serodrome near near near near near near near nea	Rear Perth Birregura Alice Sorings Cooma Roverton Roverton near 7?7 near 7?7 near 7?7 for a fail of the fail	WA SA PNG VIC NT NSW SA NT NSW SA NT CUC VIC VIC VIC VIC VIC VIC VIC VIC VIC VI	PYT/Day PYT/Day PYT/Day Ag/Day Ag/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day Ag/Day Ag/Day PYT/Day Ag/Day Ag/Day Ag/Day PYT/Day Ag/Day	The pilot misupaged hergist above the crop and the aircraft overturned when the undercarriage became entangled. The file became herbisted while the aircraft was no final approach for faulting and the aircraft. The pilot was obsorived to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot handed with a strong downwind consponent. The aircraft swung off the strip into a drain during severe braking. The undercarriage was demolithed. The pilot and and an along from water contaminated fuel occurred at low height and the aircraft strike ground in the business of the pilot strip and the aircraft strike the pilot aircraft strike the pilot aircraft strike the pilot aircraft strike the pilot aircraft strike the ground. The pilot stringering at seep turn at low withoute to land on the leve dot the aerodration to late control and the port wing strick the ground. The pilot stringering at seep turn at low withoute or land on the leve and the aircraft strike the ground. The pilot stringering observation are considered to a strike the pilot and previously deserved but temporary overticuled. After encountering downdraught conditions, the pilot endeavoured to land as old one a possible to the launching point and lost control during a stem of the pilot strike proviously deserved but temporary overticuled. After encountering downdraught conditions, the pilot endeavoured to land as old one apossible to the launching point and lost control during a launching point and lost of launching point and lost of launching lost and launching point and lost of launching lost and laun	Subst. Dest.	
BSW ARW SCH RRG RA2 UGM UVK UVR BQD	(Schouder) Markers (Debestullard) Jumbers (Debestullard) (Centendiard)	DH-82 ISS DH-82 Tainer DH-82 D	1410.59 1610.59 17.10	near [Brismead] near Murray Bridge Balyer Rover (arrang) near near near near near near near near	Rear Perth Birregura Alice Springs Comm Biornion Rear Sale [Neyfold ANIA] Reconstant Cover Coversity ("Campled Park") Moorabbin [serodrome] Winchelsea Cressy Concurry Camden Cootamundra Cootamundra Goodamundra Cootamundra Cootamun	WA SA PNG VIC NSW	PYT/Day PYT/Day PYT/Day Ag/Day Ag/Day PYT/Day Ag/Day Ag	The pilot environmental provision of the companies above the crop and the auroral overturned when the undercurrings became entangled. The file became healthcasted which the auroral was not independent of handing and the airport. The gibber was observed to spin from about 1,000 feet, recover at about 100 feet and then spin again into the ground. The gibber was observed to spin from about 1,000 feet, recover at about 100 feet and then spin again into the ground. The gibber was observed to spin from about 1,000 feet, recover at about 100 feet and then spin again into the ground. The gibber was developed the string from water contaminated field occurred at low height and the aircraft overturned in the subsequent forecel landing on unusuable terrain. The pilot attempted a steep turn at low altitude to land on the leve-side of the aerords more than the pilot and grevology decreased the pilot and grevology decreased the pilot again of the pilot attemption of the pilot and grevology decreased the pilot again and the pilot and grevology decreased the pilot again and the pilot again and the pilot again again and a string from water and a string from the pilot again and the pilot again and the pilot again again and the pilot again and the pilot again and the pilot again again and pilot again again and pilot again and a string from water again again again again again again again again and a string from a	Subst. Dest.	
BSW ANW SCH RG RG RAZ UGM UVR	(Schouder) Markers (Debestullard) Jumbers (Debestullard) (Centendiard)	DH-82 ISS DH-82	1410.59 1610.59 17.10.59 17.10.59 17.10.59 17.10.59 17.10.59 17.10.59 17.10.59 17.10.59 17.10.59 17.10.59 17.10.59 17.10.59 17.10.59 1811.59	near (Brinnead) near Murray Bridge Balyer Rover (antrop) near Townstale serodrome near near near near near near near nea	Rear Perth Birregura Alice Sorings Cooma Roverton Roverton near 7?7 near 7?7 near 7?7 for a fail of the fail	WA SA PNG PNG NSW NSW	PYT/Day PYT/Day PYT/Day Ag/Day Ag/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day PYT/Day Ag/Day PYT/Day	The pilot environmental when the crops and the accord overturned when the undercarriage became entangled. The file became desired which the accord overturned when the undercarriage became entangled. The pilot was desired with the accord of the accord overturned when the undercarriage became entangled. The pilot became desired to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot became desired to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot became a simple from water consensated feet occurred as the height and the strip into a distin during severe braiking. The undercarriage on unusuable terrain. The pilot strengthed a steep turn at low altitude to land on the lee-side of the accroditional to the pilot account of and the port wing struck the ground. The pilot strengthed as steep turn as low altitude to land on the lee-side of the accroditional to the pilot account of and the port wing struck the ground. The pilot strengthed as steep turn as low altitudes to land on the lee-side of the accroditional to the pilot account of the pilot overtice of th	Subst. Dest.	
BSW ANW SCH RBG RA RA UGM UYK UVR BQD RSN BOX BWE	[Cotendard] Junkers [Operational of Junkers [Operation	DH-82 J182 "Kingfisher Gilder JU-52/3M DH-82 J1 Gilder DH-82 H17 Gilder J1-5 DH-82 T-86 DH-82 T-86 DH-82 DH-82 T-86 DH-82	141059 171056 171057 171058 171059 17	near [Brismead] near Murray Bridge Balyer Rover (arriving) near Townstile aerodrome near near Burt Plans Parafield arriving near near near near near near near near	Rear Perth Birregura Alice Springs Comm Biornion Rear Sale [Neyfold ANIA] Reconstant Cover Coversity ("Campled Park") Moorabbin [serodrome] Winchelsea Cressy Concurry Camden Cootamundra Cootamundra Goodamundra Cootamundra Cootamun	WA	PYT/Day PYT/Day PYT/Day Ag/Day Ag/Day PYT/Day Ag/Day PYT/Day	The pilot environmental production of the company of the arrorat overturned when the undercarriage became entangled. The file became healthcasted whith the arrorat was not independent of handing and the airport. The gibber was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The gibber was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The gibber was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The gibber was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The gibber and single from water contaminated fived occurred at two height and the aircraft struction of the spin and arroration The gibber structured as steep turn at two wallholdes to land on the the estade of the aerodation and the port using struck the ground. The gibber structured as steep turn as two wallholdes to land on the level and the aerodation of the spin of the spi	Subst. Su	PROUGOWNEY - Randy GALT. Aircraft recovered to Bankstown and repaired.
BUU BSW ANW SCH RGG RAZ UGM UYK UVR BQD RSN BOX BWG RNMC	(Schouder) Markers (Debestullard) Jumbers (Debestullard) (Centendiard)	DH-82 182 "Kingfisher"Gilder 19-52/3M DH-82 DH-82 H17 Gilder DH-82 TH-80 DH-82 Avian DH-82 DH-82 Avian DH-82 DH-82 Avian DH-82 Trainer (Gilder) DH-82 Trainer (Gilder) DH-82 Trainer	1410.59 1610.59 17.10	near [Brismead] near Murray Bridge Balyer Rover (arrang) near near near near near near near near	Rear Perth Birregura Alice Springs Comm Biornion Rear Sale [Neyfold ANIA] Reconstant Cover Coversity ("Campled Park") Moorabbin [serodrome] Winchelsea Cressy Concurry Camden Cootamundra Cootamundra Goodamundra Cootamundra Cootamun	WA SA PNG VIC NSW	PYT/Day PYT/Day PYT/Day Ag/Day Ag/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day PYT/Day Ag/Day PYT/Day	The pilot enemotated whether across the crop and the across of contract overturned when the undercarriage became entangled. The file became characterist which the across of the across of the pilot contracted which the across of the across	Subst. Dest.	
BUU BSW ARW SCH RBG RG RAZ UGM UYK UVR BQD RSN BOX BOX RRAG	(Schemider) Anniers (Deteroiding) Jumbers (Deteroiding)	DH-82 J182 "Kingfisher Gilder JU-52/3M DH-82 J12 Gilder DH-82 H17 Gilder J15 DH-82 DH-82 DH-82 DH-82 DH-82 DH-82 DH-82 DH-82 DH-82 J18 DH-82 DH-82 J18 DH-82 J18 DH-82 DH-82 DH-82 DH-82 J18 DH-82 Visiouth State of the state of	141059 171056 171057 171058 171059 17	near (Brismead) near Murray Bridge Balyer Rover (arrivry) near Townstel serodrome near near near Burt Plans Parafield arrivry near near near near near near near nea	Rear Perth Birregura Alice Springs Comm Biornion Rear Sale [Neyfold ANIA] Reconstant Cover Coversity ("Campled Park") Moorabbin [serodrome] Winchelsea Cressy Concurry Camden Cootamundra Cootamundra Goodamundra Cootamundra Cootamun	WA	PYT/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day Ag/Day Ag/Day PYT/Day Ag/Day Ag/Day PYT/Day Ag/Day Ag/Day Ag/Day PYT/Day Ag/Day	The pilot environmental production of the aircraft overturned when the undercarriage became entangled. The file became healthcasted whith the aircraft women from degraded for flowing and the aircraft struck trees and overturned in a forced landing off the aircraft. The pilot was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot and several production of the aircraft struck tree and observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The pilot attemptine and single flow water constantial and occurred at two height and the aircraft struck of the aircraft struck of the aircraft struck of the aircraft struck the ground. The pilot attemptined a steep turn at low altitude to loud on the the estate of the aerodomen but lost control and the port using struck the ground. The pilot attemptined as steep turn as low altitudes to loud on the the estate of the aerodomen but lost control and the port using struck the ground. The pilot attemptined as steep turn as low altitudes to loud on the the estate of the aerodomen but lost control and the port using struck the ground. The pilot attemptined as the pilot and previously observed but temporary overtoked. After encountering downdraspit conditions, the pilot endeavoured to loud as old one a possible to the launching point and lost control during a loud with the pilot and previously observed power cables and the aircraft collided with them at the commencement of the spray run. The aircraft bullocined during bullot of previously observed power cables and the aircraft collided with them at the commencement of the spray run. The pilot was practitive gives page algo power of apposables to the faunt and collided with the making approach to a spray run. The pilot was practitive pilot page and power of apposables to the faunt and arcraft collided with them during approach to a spray run. The pilot was practitive pilot page and power or active struck and power	Subst. Su	PROUGOWNEY - Randy GALT. Aircraft recovered to Bankstown and repaired.
BUU BSW ANW SCH RGG RAZ UGM UYK UVR BQD RSN BOX BWG RNMC	[Cotendard] Junkers [Operational of Junkers [Operation	DH-82 182 "Kingfisher"Gilder 10-52/3M DH-82 12 Gilder DH-82 H17 Gilder DH-82 H17 Gilder DH-82 DH-82 DH-82 DH-82 DH-82 DH-82 DH-82 DH-82 DH-82 T-86 DH-82 DH-82 DH-82 DH-82 T-86 DH-82 Avian DH-82 Liso DH-82 Lis	141059 171056 171057 171058 171059 17	near [Brismead] near Murray Bridge Balyer Rover (arriving) near Townstile aerodrome near near Burt Plans Parafield arriving near near near near near near near near	Rear Perth Birregura Alice Springs Comm Biornion Rear Sale [Neyfold ANIA] Reconstant Cover Coversity ("Campled Park") Moorabbin [serodrome] Winchelsea Cressy Concurry Camden Cootamundra Cootamundra Goodamundra Cootamundra Cootamun	WA	PYT/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day Ag/Day Ag/Day PYT/Day Ag/Day Ag/Day PYT/Day Ag/Day Ag/Day Ag/Day PYT/Day Ag/Day	The pilot enemotated whether across the crop and the across of contract overturned when the undercarriage became entangled. The file became characterist which the across of the across of the pilot contracted which the across of the across	Subst. Su	PROUGOWNEY - Randy GALT. Aircraft recovered to Bankstown and repaired.
BUU BSW ANW SCH RBG RG RAZ UGM UVK UVK UVR BQD RSN BOX BWE RNG RFG	(Schessder) Markers (Detessional)	DH-82 125/39M	141059 171636 17	near [Brismead] rear Murray Bridge Balyer River [ancept] near Townsite serodrome Pear Burt Plains Burt Plains Burt Plains Parafield airport Cowwarr near near near near near near near n	near Perth Birregurra Alice Springs Cooma Riverton Citie Gloucester [*Campbell Park*] Moorabbir [aerodrome] Winchebea Cressy Coocury Camden Costamundra aerodrome Young Bichmond Parafield servirone	WA	PYT/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day Ag/Day Ag/Day PYT/Day PYT/Day Ag/Day Ag/Day Ag/Day PYT/Day Ag/Day Ag/Day Ag/Day Ag/Day PYT/Day	The pilot environmental when the crops and the arroral overturned when the undercarriage became enrangled. The field became desired which the arroral variationed when the undercarriage became enrangled. The pilot environmental was not a second or the arroral variation of the arroral variation of the arroral variation of the arroral variation. The pilot environmental variation of the arroral	Subst.	PROUGOWNEY: Randy GALT. Aircraft recovered to Bankstown and repaired. Source - UK CAA World Airline Accident Summary, via Richard Stanton
BUU BSW ARW SCH RBG RG RAZ UGM UYK UVR BQD RSN BOX BOX RRAG	(Schemider) Anniers (Deteroiding) Jumbers (Deteroiding)	DH-82 182 "Kingfisher"Gilder 10-52/3M DH-82 12 Gilder DH-82 H17 Gilder DH-82 H17 Gilder DH-82 DH-82 DH-82 DH-82 DH-82 DH-82 DH-82 DH-82 DH-82 T-86 DH-82 DH-82 DH-82 DH-82 T-86 DH-82 Avian DH-82 Liso DH-82 Lis	141059 171056 171057 171058 171059 17	near [Brismead] sear Murray Bridge Balyer Rover (archity) rear Townsite aerodrome near Parafield alrover Cowwarr near	Rear Perth Birregura Alice Springs Comm Biornion Rear Sale [Neyfold ANIA] Reconstant Cover Coversity ("Campled Park") Moorabbin [serodrome] Winchelsea Cressy Concurry Camden Cootamundra Cootamundra Goodamundra Cootamundra Cootamun	WA	PYT/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day Ag/Day Ag/Day PYT/Day Ag/Day Ag/Day PYT/Day Ag/Day Ag/Day Ag/Day PYT/Day Ag/Day	The pilot environmental provides above the crop and the auroral overturned when the undercarriage became enrangled. The file became helitated which early was no final approach for familing and the airport. The gibbr was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The gibbr was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The gibbr was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The gibbr was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The gibbr was reining from water containmanted field occurred a tow height and the aircraft struction of the properties of the gibbr was a spin and the spin and aircraft struction. The gibbr was the gibbr was observed and the spin and gibbr was observed and the properties of the gibbr was unusuable terrain. The gibbr was contained as seen turn at low additiode to load on the leve-side of the aerodromme but lost control during a steep turn solo aircraft about the gibbr was previously observed by temporary overticoded. The pilot struction of the pilot and gibrowing observed by temporary overticoded. After reconstructing downdrasgist conditions, the pilot extremely observed by temporary overticoded. The pilot overticoded the presence of proviously observed power cables and the aircraft struction of the air	Subst. Su	PooL/Owner: Randy GALT. Aircraft recovered to Bankstown and repaired. **Source: UK CAA World Airline Accident Summary, via Richard Stanton **Source: UK CAA World Airline Accident Summary, via Richard Stanton **Poot: Caye: RJONES (Annests AMA)
BUU BSW ANW SCH RBG RG RAZ UGM UVK UVK UVR BQD RSN BOX BWE RNG RFG	(Schessder) Markers (Detessional)	DH-82 125/39M	141059 171636 17	near [Brismead] rear Murray Bridge Balyer River [ancept] near Townsite serodrome Pear Burt Plains Burt Plains Burt Plains Parafield airport Cowwarr near near near near near near near n	near Perth Birregurra Alice Springs Cooma Riverton Citie Gloucester [*Campbell Park*] Moorabbir [aerodrome] Winchebea Cressy Coocury Camden Costamundra aerodrome Young Bichmond Parafield servirone	WA SA	PYT/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day Ag/Day Ag/Day PYT/Day PYT/Day Ag/Day Ag/Day Ag/Day PYT/Day Ag/Day Ag/Day Ag/Day Ag/Day PYT/Day	The pilot environmental when the crops and the arroral overturned when the undercarriage became enrangled. The field became desired which the arroral variationed when the undercarriage became enrangled. The pilot environmental was not a second or the arroral variation of the arroral variation of the arroral variation of the arroral variation. The pilot environmental variation of the arroral	Subst.	PROUGOWNEY: Randy GALT. Aircraft recovered to Bankstown and repaired. Source - UK CAA World Airline Accident Summary, via Richard Stanton
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BUU BSW AIW SCH. RGG RG RAZ UGM UVK UVR BQD RSN BOX BWE RMG GFO	(Scheunder) Markers (Desterolland) Markers (Desterolland)	DH-82 152 *Kingfisher*Gilder 10-53/3/M 10-82 12-Gilder 10-82 13-Gilder 15-15 15 15 15 15 16 16 17 18 18 18 18 18 18 18 18 18	141059 171636 17	near (Brismed) rear Murray Bridge Balyer River (arring) near Townsite aerodrome near Townsite aerodrome near Burt Rians Parafleds asport Cowwarr near	near Perth Birregura Alice Springs Cooma Biverton Biverton Siverton Moorabbin (serodrome) Winchelsea Cressy Concurry Cannel Costamundra serodrome Costamundra serodrome Vaung Bichmond Parafield serodrome	WA	PYT/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day Ag/Day Ag/Day PYT/Day PYT/Day Ag/Day Ag/Day Ag/Day PYT/Day Ag/Day Ag/Day Ag/Day Ag/Day PYT/Day	The pilot environmental wheel the crops and the auroral overturned when the undercarriage became enrangelet. The file became health was for all or the control of the pilot and the pilot and pilot and the pilot and pilot and the pilot and the pilot and pilot pilot and pilot p	Subst.	PROUTOWNEY: Randy GALT. Aircraft recovered to Bankstown and repaired. Source: UK CAA World Airline Accident Summary, via Richard Stanton Source: UK CAA World Airline Accident Summary, via Richard Stanton Proof: Cape: RJONES (Ansett ANA) Aircraft was being used to gapy a slick insect infestation.
BUU BSW ANW SCH RRG RAZ UGM UVK UVR BQD RSN BOX BWC INO INO SSZ	(Scheunder) Markers (Desterolland) Markers (Desterolland)	DH-82 182 "Kingfisher" Gilder 10-52/3M DH-82 12 Gilder DH-82 H17 Gilder DH-82 H17 Gilder DH-82 Avian DH-82 Avian DH-82 Avian DH-82 Trainer (Gilder) DH-82 Trainer (Gilder) DH-82 Trainer (Gilder) DH-82 Trainer (Gilder) DH-82 Ch-88 Ch-	141 152 1 171 165 1 171 16	near (Brismead) rear Murray Bridge Bulyer River (artistry) rear Murray Bridge Bulyer River (artistry) Townste aerodrome Townste aerodrome near Burt Waris Parafleid atport Cowwarr Pear Pear Pear Pear Inpear Pear	near Perth Birregurra Alice Sorings Cooma Riverton Biverton Riverton Riverton Riverton Riverton Riverton Goucester ["Campbell Park"] Moorabbin [serodrome] Winchelsas Cressy Cootamundra serodrome Costamundra serodrome Cootamundra serodrome Parafield serodrome Richmond Parafield serodrome	WA	PYT/Day PYT/Day PYT/Day Ag/Day Ag/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day Ag/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day Ag/Day	The pilot enemotated white the across the crop and the across of the across the companies of the across the acros	Subst.	PROUTOWNEY: Randy GALT. Aircraft recovered to Bankstown and repaired. Source: UK CAA World Airline Accident Summary, via Richard Stanton Source: UK CAA World Airline Accident Summary, via Richard Stanton Proof: Cape: RJONES (Ansett ANA) Aircraft was being used to gapy a slick insect infestation.
BUU BSW AIW SCH. RGG RG RAZ UGM UVK UVR BQD RSN BOX BWE RMG GFO	(Scheunder) Markers (Desterolland) Markers (Desterolland)	DH-82 ISS DH-82 Tailore DH-82 DH-82 Tailore DH-82 Tailore (Galder) DH-61	141059 171636 17	near (Brismed) rear Murray Bridge Balyer River (arring) near Townsite aerodrome near Townsite aerodrome near Burt Rians Parafleds asport Cowwarr near	near Perth Birregura Alice Springs Cooma Biverton Biverton Siverton Moorabbin (serodrome) Winchelsea Cressy Concurry Cannel Costamundra serodrome Costamundra serodrome Vaung Bichmond Parafield serodrome	WA SA	PYT/Day PYT/Day PYT/Day Ag/Day	The pilot environmental when the crops and the auroral overturned when the undercarriage became entangled. The file became hostead while the auroral was not independent for funding and the airports struck trees and overturned in a forced landing off the airport. The gibbr was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The gibbr was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The gibbr was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The gibbr was reining from water consummated field occurred at the high and the aircraft struck overturned in the subsequent forced landing on unusualise terrain. The pilot attemptined a steep turn at low walthade to land on the leve sade of the aerodinome but lost control and the port wing struck the ground. The pilot attemptined as steep turn as low walthade to land on the leve sade of the aerodinome but lost control during a steep turn soon after take of land the aircraft struck the ground. The aircraft cillidad with power coble which the pilot had previously debrered but temponyly overticeded. Alter encountering downdraght conditions, the pilot enderevolved to land as one apossible to the landing point and lost control during. Alter encountering downdraght conditions, the pilot enderevolved to land as one apossible to the landing point and lost control during. The aircraft was had balloceed during should fine party conditions. The pilot evertection of the ground. The aircraft was hand-started without chocks. The pilot evertection of the aircraft moved forward and collided with a fence. The pilot evertection of previously doserved power cables and the aircraft collided with them at the commencement of the garry runs. The electron was received, damaged when the aircraft struck the upwind boundary fence on take-off. The aircraft flew for some four miles before it was been found and struck the u	Subst.	PROUTOWNEY: Randy GALT. Aircraft recovered to Bankstown and repaired. Source: UK CAA World Airline Accident Summary, via Richard Stanton Source: UK CAA World Airline Accident Summary, via Richard Stanton Proof: Cape: RJONES (Ansett ANA) Aircraft was being used to gapy a slick insect infestation.
BUU BSW ANW SCH RRG RAZ UGM UVK UVR BQD RSN BOX BWC INO INO SSZ	(Scheunder) Markers (Desterolland) Markers (Desterolland)	DH-82 182 "Kingfisher"Gilder 19-53/3M DH-82 DH-82 H17 Gilder DH-82 Avian DH-82 DH-82 Avian DH-82 J-80 DH-82 141.059 171.055 171.055 171.057 171.05	near (Brismed) tear Murray Bridge balyer River (artisty) tear Murray Bridge balyer River (artisty) Townsite aerodrome Townsite aerodrome near	near Perth Birregurra Alice Sorings Cooma Riverton Biverton Riverton Riverton Riverton Riverton Riverton Goucester ["Campbell Park"] Moorabbin [serodrome] Winchelsas Cressy Cootamundra serodrome Costamundra serodrome Cootamundra serodrome Parafield serodrome Richmond Parafield serodrome	WA	PYT/Day PYT/Day PYT/Day Ag/Day	The pilot environmental when the crops and the auroral overturned when the undercarriage became entangled. The file became hostead while the auroral was not independent for funding and the airports struck trees and overturned in a forced landing off the airport. The gibbr was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The gibbr was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The gibbr was observed to spin from about 1,000 feet, recover at about 300 feet and then spin again into the ground. The gibbr was reining from water consummated field occurred at the high and the aircraft struck overturned in the subsequent forced landing on unusualise terrain. The pilot attemptined a steep turn at low walthade to land on the leve sade of the aerodinome but lost control and the port wing struck the ground. The pilot attemptined as steep turn as low walthade to land on the leve sade of the aerodinome but lost control during a steep turn soon after take of land the aircraft struck the ground. The aircraft cillidad with power coble which the pilot had previously debrered but temponyly overticeded. Alter encountering downdraght conditions, the pilot enderevolved to land as one apossible to the landing point and lost control during. Alter encountering downdraght conditions, the pilot enderevolved to land as one apossible to the landing point and lost control during. The aircraft was had balloceed during should fine party conditions. The pilot evertection of the ground. The aircraft was hand-started without chocks. The pilot evertection of the aircraft moved forward and collided with a fence. The pilot evertection of previously doserved power cables and the aircraft collided with them at the commencement of the garry runs. The electron was received, damaged when the aircraft struck the upwind boundary fence on take-off. The aircraft flew for some four miles before it was been found and struck the u	Subst.	PROUTOWNEY: Randy GALT. Aircraft recovered to Bankstown and repaired. Source: UK CAA World Airline Accident Summary, via Richard Stanton Source: UK CAA World Airline Accident Summary, via Richard Stanton Proof: Cape: RJONES (Ansett ANA) Aircraft was being used to gapy a slick insect infestation.	
BUU BSW ARW SCH RRG RAZ UGM UVK UVR BQD RSN BOX BWE GFO INO SSZ	(Scheunder) Markers (Desterolland) Markers (Desterolland)	DH-82 182 "Kingfisher" Gilder 10-52/3M DH-82 12 Gilder DH-82 H17 Gilder DH-82 H17 Gilder DH-82 Avian DH-82 Avian DH-82 Avian DH-82 Trainer (Gilder) DH-82 Trainer (Gilder) DH-82 Trainer (Gilder) DH-82 Trainer (Gilder) DH-82 Ch-88 Ch-	141 152 1 171 165 1 171 16	near (Brismead) rear Murray Bridge Bulyer River (artistry) rear Murray Bridge Bulyer River (artistry) Townste aerodrome Townste aerodrome near Burt Waris Parafleid atport Cowwarr Pear Pear Pear Pear Incer Ince	near Perth Birregurra Alice Sorings Cooma Riverton Biverton Riverton Riverton Riverton Riverton Riverton Goucester ["Campbell Park"] Moorabbin [serodrome] Winchelsas Cressy Cootamundra serodrome Costamundra serodrome Cootamundra serodrome Parafield serodrome Richmond Parafield serodrome	WA	PYT/Day PYT/Day PYT/Day Ag/Day	The pilot environmental protection of the account o	Subst.	PROUTOWNEY: Randy GALT. Aircraft recovered to Bankstown and repaired. Source: UK CAA World Airline Accident Summary, via Richard Stanton Source: UK CAA World Airline Accident Summary, via Richard Stanton Proof: Cape: RJONES (Ansett ANA) Aircraft was being used to gapy a slick insect infestation.

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	Bell	471	20.01.60.	Mount Mackay	[50 nm. SSE Albury]	VIC	AWK/Day	Following a 'jump' take-off 5500 feet above sea level with variable wind conditions , the helicopter could not maintain height and the main	Subst.	
TEK	Fokker	F27-2	22.01.60.	Mackay airport		OLD	PVT/Day**	rotor severed the tail boom during a forced landing on rough terrain. Following a normal approach and touchdown, the starboard undercarriage retracted during the landing roll. A small offcut of wire from a	Subst.	** The aircraft was on charter to Associated Airlines , Essendon from T.A.A.
		[F-27 Mk.200]						braided shielding sheath was found making contact within a cannon plug between the power supply and the "undercarriage up" circuit.		and was named "The Silver Friendship"
AZI	Auster	V/D	27.01.60.	Tennant Creek aerodrome		NT	PVT/Day	Following engine power failure on final approach to land , the pilot elected to land off the runway and the undercarriage collapsed on entering soft ground.	Subst.	
RVR	[DeHavilland]	DHC-1	30.01.60.	near Ferntree Gully	[NE Moorabbin]	VIC	Trng/Day	The aircraft entered a spin at a height of 2000 feet and for reasons which have not been determined, failed to recover, struck the ground and	Dest.	
PRV	Avro	643	04.02.60.	near Molesworth		VIC	(Solo) Ag/Day	burnt out. Geoff Goodall's website reports: "Damaged in forced landing while spraving."	Subst.	
SSE/2	[DeHavilland]	DH-82	06.02.60.	near	Myrtleford	VIC	Ag/Day	The pilot misjudged the pull-up point to clear high tension wires bordering the field. The aircraft struck the wires turned over and crashed	Subst.	
BWT	Champion	7FC	06.02.60.	Parafield aerodrome		SA	PVT/Day	inverted. A strong wind gust overturned the aircraft during a turn when taxying at a slow speed to the take-off point.	Subst.	
MSS	Piper	PA-18A	08.02.60.	near	Albury	NSW	Ag/Day	The aircraft lost height, struck the ground and was burnt out after take-off, when the pilot attempted a steep turn at an inadequate airspeed.	Dest.	Pilot: Sidney Davies.
FIB	Avro	Anson	10.02.60.	near Loch	[40 nm S/E Moorabbin]	VIC	CHTR/Day	After an engine power failure of undetermined origin the aircraft stalled when the pilot endeavoured to avoid rising terrain. The aircraft dived to the ground and was burnt out.	Dest.	
SAF	Auster	J.1N	12.02.60.	near Mt.lsa *	[Leichardt Dam = J.S.]	QLD	CHTR/Day	The pilot neglected to carry out a thorough water-drain check prior to take-off. Contaminated fuel caused engine failure on the climb and the	Subst.	* ASN Database quotes location as "near Longreach".
THC	Hiller	Aiglet 2 UH-12C	13.02.60.	near Wilkes	Aust. Arctic Territory	AUS	AWK/Day	aircraft struck trees during an attempted forced landing. The helicopter was forced onto a steep ice slope by high winds and extreme turbulence which imposed performance demands beyond the	Subst.	
				[Hatch Island = JS]	,			capacity of the aircraft.		
BKN	[DeHavilland]	DH-82	16.02.60.	[Mandalya = AHSA]	near Yarram	VIC	Ag/Day	The aircraft swung during a landing on a sub-standard strip in cross-wind conditions. It collided with trees when the pilot attempted to take-off again over unsuitable terrain.	Subst.	
	[DeHavilland]	DH-82	21.02.60.	Jarklin	[40 nm N/W Bendigo]	VIC	PVT/Day	While taxying downwind to the take-off point, a severe whiriwind lifted and overturned the aircraft.	Subst.	
TTS	Auster	J.1B Aiglet	21.02.60.	[near Yaouk= J.S.]	near Adaminaby	NSW	PVT/Day	When the pilot attempted a turn within a valley en-route to achieve terrain clearance and lost control of the aircraft. It struck the ground heavily before recovery could be effected.	Dest.	
REP	Cessna	180A	25.02.60.	near	Gunning	NSW	Ag/Day	When attempting to take-off from an inadequate strip, the pilot flew the aircraft off in a partially stalled condition. He adopted an incorrect	Subst.	
WFU	[DeHavilland]	DH-82	04.03.60.	near Irwin	[50 nm S/E Geraldton]	WA	Ag/Day	procedure to dump the load, and the aircraft struck an embankment. During a take-off, the wheels of the aircraft contacted an are a of loose sand, created by movement of the loading vehicle, causing the aircraft	Subst.	
								to overturn.	L	
BBC	[DeHavilland]	DH-82	05.03.60.	near	Narrabri	NSW	PVT/Day	The pilot was forced to land in scrub country when the engine power failed due to lack of fuel. The fuel quantity was not checked before take-off.	Subst.	Possibly VH-RNN also
SAH	Auster	J.1N	12.03.60.	Longreach aerodrome		QLD	PVT/Day	In recovering from a ballooned landing , the pilot forced the aircraft onto the ground and the undercarriage collapsed.	Subst.	
INR	Bell	[Aiglet 2] 47J	13.03.60.	near Melton	[20 nm WNW Melbourne]	VIC	PVT/Day	The helicopter collided with power transmission cables and fell into the reservoir below. The pillot had previously noted the cables but	Subst.	
5043	Cessna	172	14.03.60.	Yangoru airstrip	[Melton Weir]	PNG	PVT/Day	apparently overlooked the need to establish their position before descending to a low height in their vicinity. The nosewheel was broken off during take-off upon striking a protruding stone not previously observed on the strip.	Subst.	
FMS FMS	Cessna Lockheed	172 12A	17.03.60.	Yangoru airstrip Ceduna aerodrome	[Pelican Waterhole = JS]	PNG SA	AWK/Day	Incorrect assembly of the undercarriage actuating screws led to reverse folding of the drag struts in a heavy landing and the undercarriage	Subst.	
	Data non				(collapsed during the landing roll.		
BSK	[DeHavilland]	DHC-1	19.03.60.	Ralphs Bay	Rokeby	TAS	Trng/Day (Solo)	After completing one and a half medium turns at approximately 1000 feet, the aircraft made a nearly vertical, power on dive into the ground. The pilot was possibly incapacitated by a coronary deficiency.	Dest.	
GSD	Noorduyn	Norseman	19.03.60.	near Ialibu airstrip		PNG	CHTR/Day	The pilot noticed a drop in fuel pressure when committed to continue a take-off and used the wobble pump to obtain a height of approximately	Subst.	
-	[DeHavilland]	UC-64A DH-82	23.03.60.	near Clare	[SE Townsville]	QLD	Ag/Day	200 feet. He attempted to return to the strip but engine power failed completely and the aircraft overturned in rough terrain. The pilot attempted to take -off in long wet grass. The aircraft became airborne prematurely and then sank back onto rough ground and then	Subst.	
WAT	Dines	PA-22	25.03.60.	[Glen Geddes = J.S.]	near Canoona	QLD	CHTR/Day	overturned.	Subst.	
WAI	Piper			[Gien Geddes = J.S.]	near Canoona			The aircraft collided with trees in a forced landing following failure of an engine exhaust valve of faulty manufacture. A more suitable forced landing site was not available.	Subst.	
	[DeHavilland]	DHC-2	31.03.60.	near	Armidale	NSW	Ag/Day	After landing the pilot taxied towards a group of fuel drums one of which was obscured from the pilot's view and was struck by the propeller. A piece of metal from one propeller blade struck an employee of the operator who was working in the vicinity of the taxying aircraft.	Minor	
PRV	Avro	Cadet	06.04.60.	near	Mansfield	VIC	Ag/Day	The pilot pulled the aircraft into the air at too low an airspeed on a strip of sub-standard length. The aircraft came back on to the ground	Subst.	* Reg.source: G.Goodall.
* SSV	Percival	EP.9	06.04.60.	near	Penshurst	VIC	Ag/Day	beyond the strip where the undercarriage collapsed and the aircraft overturned. After chains the throttle during an anground to land the pilot became angrehensive because of low engine r.n.m. The fuel selector value and	Subst	
334	reievar	LI.5			renandra	vic.		After closing the throttle during an approach to land the pilot became apprehensive because of low engine r.p.m. The fuel selector valve and the wobble pump were operated without reopening the throttle and the aircraft contacted the rough terrain short of the landing threshold.	Jubat.	
BAB/2	Avro [Schneider]	Anson "Kingfisher" ES-57	12.04.60. 17.04.60.	Moorabbin aerodrome near	Inverell	VIC NSW	CHTR/Day Trng/Day	Whilst taxying after a normal landing, the port undercarriage collapsed in a turn because of a drag strut metal failure. The pilot prolonged a local flight until he could not locate the intended landing area in failing light. The aircraft collided with a fence which was	Subst. Subst.	
	(Glider				1	Trng/Day (Solo)	not seen from the air during landing on another area.		
BPF	Cessna Piper	182A PA-18A	18.04.60. 18.04.60	near Cairns airport (*)	[CCW Wanna Wanna]	QLD NSW	CHTR/Day Ag/Day	The pilot overshot in an approach to a forced landing following an engine exhaust valve failure and the aircraft overturned in a canefield. During a take-off the aircraft ground-looped when the pilot overcorrected a swing and lost control.	Subst.	(*) Canefield near Machans Beach.
	[DeHavilland]	DH-82	25.04.60.	near Mandurama	near ????	NSW	Ag/Day Ag/Day	The pilot inadvertently closed the throttle whilst operating the hopper lever and, believing there was an engine failure, he landed on	Subst.	
BAO/2	Percival	P.40	26.04.60.	near	Cobar	NSW	PVT/Day	unsuitable terrain collapsing the undercarriage. The pilot attempted to take-off from a strip which was considerably shorter than required. The aircraft struck trees after becoming airborne	Subst.	
		Prentice			Cobai			when the pilot reduced airspeed below the optimum in an attempt to clear them.		
FBE	K.S.A.S	K.S.3 [CA-6]	26.04.60.	Geraldton airport		WA	PVT/Day	The pilot allowed the aircraft to stall during an approach to land and it struck the ground before recovery could be effected.	Subst.	Pilot: F.SYNNOTT.
BVD	Cessna	190	26.04.60.	Chimbu airstrip		PNG	CHTR/Day	The port undercarriage leg failed and collapsed due to metal fatigue when the aircraft was stopped after a normal landing.	Subst.	
	[DeHavilland]	DH-82	28.04.60.	near	Coleraine	VIC	Ag/Day	An inadequate water drain check following refuelling led to engine failure while spreading. The pilot attempted a forced landing on unfavourable terrain and the undercarriage collapsed.	Subst.	
UGN	[DeHavilland]	60G	01.05.60.	near	Home Hill	QLD	PVT/Day	The aircraft struck the ground during an attempted slow roll at low height.	Subst.	
BBE	Cessna	1708	07.05.60.	near Coonabarabran	[Derringulla = AHSA]	NSW	CHTR/Day	The pilot attempted to take-off on a strip of inadequate length in excessive crosswind conditions. After becoming airborne the aircraft struck the boundary fence and crashed out of control.	Dest.	* Corrected location = 'Deringulla'.
	[DeHavilland]	DH-82	15.05.60.	Ingham aerodrome	İ	QLD	Trng/Day	An instructor failed to arrest a sharp descent initiated by the pupil whilst the aircraft was close to the ground during forced landing practice.	Subst.	
-	[DeHavilland]	DH-82	15.05.60.	near	Willunga	SA	(Dual) Ag/Day	The wheels contacted high grass short of the landing area and the aircraft overturned. The pilot lost control when attempting a forced landing when the crankshaft failed and the propeller was lost soon after take-off. The under-	Subst.	
CCT2	Turin	Plank	15.05.60.	***	Camden	NSW	PVT/Day	carriage collapsed when the aircraft struck rough ground.	Subst.	
6517	IWIN	Glider		near	Campen			The pilot attempted to take off from rough terrain in gusty wind conditions using a winch tow and yolk cable. The glider over-ran the cable causing premature release at the port tow point and the aircraft yawed, colliding with an earth bank.		
	[DeHavilland]	DH-82	15.05.60.	Smithton aerodrome		TAS	PVT/Day	The pilot attempted to take-off crosswind using a strip which was slippery due to wet grass and mud. The aircraft swung off the strip onto soft earth and overturned.	Subst.	* Date also reported as 16.05.60.
BXE	Percival	Proctor	18.05.60.	near	Roper River Bar	NT	PVT/Day	During an attempted take-off from a heavy soil strip , the aircraft failed to become airborne before encountering rough ground on which it	Subst.	AHSA report crash date as " 16.05.60" to be confirmed.
PCM	[DeHavilland]	DH-82	25.05.60.	near	Kandos	NSW	Ag/Day	swung and crashed heavily onto its nose. The aircraft struck a fence when wet superphosphate failed to dump during a take-off retarded by soft ground.	Subst.	
BWA/2	[DeHavilland]	DHC-1	26.05.60.	near Padthaway	near Naracoorte	SA	PVT/Day	Loss of power probably due to fuel mismanagement necessitated a forced landing on unsuitable terrain during which the undercarriage	Subst.	
SVM/Z		Dire 1			l		PVT/Day	collapsed.	Subst.	
SWMJZ	[DeHavilland]	DH-82	26.05.60.	near	Myponga	SA		A sudden change in wind velocity lifter the port wing and tail during take-off. The aircraft nosed over before the pilot could effect recovery.		
GS_?	[DeHavilland] Noorduyn		26.05.60. 31.05.60.	near Wewak aerodrome	Myponga	SA PNG	CHTR/Day	A sudden charge in wind velocity lifter the port wing and tail during take-off. The aircraft nosed over before the pilot could effect recovery. The aircraft rolled onto its wingtip and tail plane when the pilot allowed a ground loop to develop during landing.	Subst.	
GS_?	[DeHavilland] Noorduyn	DH-82 Norseman [UC-64A] C.A.28			Myponga near Scone		CHTR/Day	The aircraft rolled onto its wingtip and tail plane when the pilot allowed a ground loop to develop during landing.		
GS_?	[C.A.C.]	DH-82 Norseman [UC-64A] C.A.28 [CA-28 "Ceres B"]	31.05.60. 03.06.60.	Wewak aerodrome [Glenrock Station]	near Scone	PNG NSW	CHTR/Day Ag/Day	The aircard rolled onto its wingtip and tail plane when the pilot allowed a ground loop to develop during landing. The pilot selected a near empty task and when engine power failed, he abandoned the take-off but the aircraft over-ran the strip and struck failant index and a face.	Subst.	
GS_?	, i	DH-82 Norseman [UC-64A] C.A.28	31.05.60.			PNG	CHTR/Day	The aircraft rolled onto its wingtip and tail plane when the pilot allowed a ground loop to develop during landing. The pilot selected a near empty task and when engine power failed, he abandooded the take off but the aircraft over-ran the strip and struck failable inheire and a feet one. After funding successfully on a strip of sub-standard length in the erroneous belief that it was his intended destination, the pilot took off and collided with power transmission cables at the end off the strip. The cockpit roof and upone areal installations were demolsted but the	Subst.	* Source: Adastron.
GS_? CEB SMM	[C.A.C.] Lockheed	DH-82 Norseman [UC-64A] C.A.28 [CA-28 "Ceres 8"] Hudson	31.05.60. 03.06.60. 03.06.60.	Wewak aerodrome [Glenrock Station] Kemp airstrip	near Scone	PNG NSW NT	CHTR/Day Ag/Day AWK/Day	The aircraft rolled onto its winging and tail place where the pilot allowed a ground loop to develop during landing. The pilot selected a near empty tank and when engine power failed, he abandoned the take-off but the aircraft over-ran the strip and struck blacken indexe and a few man, as stip of what shanded length in the arrangement of the structure of the s	Subst. Subst. Subst.	* Source: Adastron.
GS_?	[C.A.C.]	DH-82 Norseman [UC-644] C.A.28 [CA-28 "Ceres B"] Hudson F-27-100	31.05.60. 03.06.60. 03.06.60. 10.06.60.	Wewak aerodrome [Glenrock Station] Kemp airstrip [into the sea] near Mackay	near Scone	PNG NSW	Ag/Day Ag/Day AWK/Day RPT/Night	The arrord rolled onto its winging and tail place where the pilot allowed a ground loop to develop during landing. The pilot selected a near empty tank and when engine power failed, he abandomed the take off but the aircraft over-ran the strip and struck failulates involve and a farming successfully on a strip of sub-standard length in the errore loop. After it uniforg successfully on a strip of sub-standard length in the errore loop are successfully on a strip of sub-standard length in the error loop are successfully on a strip of sub-standard length in the error loop are successfully on a strip of sub-standard length in the error loop are successfully on a strip of sub-standard length in the error loop are successfully on a strip of sub-standard length in the error loop are successfully on the sub-standard length in the error loop are successfully on the sub-standard length in the sub-standard le	Subst.	*Source-Adastron.
GS_? CEB SMM	[C.A.C.] Lockheed	DH-82 Norseman [UC-64A] C.A.28 [CA-28 "Ceres 8"] Hudson	31.05.60. 03.06.60. 03.06.60.	Wewak aerodrome [Glenrock Station] Kemp airstrip	near Scone	PNG NSW NT	CHTR/Day Ag/Day AWK/Day	The aircraft rolled onto its weight and tail plane when the plot allowed a ground loop to develop during landing. The plot selected a near empty task and when engine power failed, he abandooded the take off but the aircraft over-ran the strip and struck floatine timber and a feroze. After funding successfully on a strip of sub-standard length in the erroneous belief that it was his intended destination, the pilot took off and collided with power transmission catebase the end of the strip. The cockpit roof and upper aerial installations were demoished but the aircraft was flown to Darwin airport. The aircraft were flown back to Darwin airport. The aircraft were flown back to Darwin airport. The aircraft were flown back to Darwin airport. The aircraft were flown back to Darwin airport. The aircraft were flown back to Darwin airport. The aircraft were flown back to Darwin airport. The aircraft were flown back to Darwin airport during a right visual approach after holding approximately 70 minutes due to fig.	Subst. Subst. Subst.	* Source: Adastron.
GS_? CEB SMM	[C.A.C.] Lockheed	DH-82 Norseman [UC-644] C.A.28 [CA-28 "Ceres B"] Hudson F-27-100	31.05.60. 03.06.60. 03.06.60. 10.06.60.	Wewak aerodrome [Glenrock Station] Kemp airstrip [into the sea] near Mackay	near Scone	PNG NSW NT	Ag/Day Ag/Day AWK/Day RPT/Night Trng/Day	The aircraft rolled onto its weight and tail plane when the pilot allowed a ground loop to develop during landing. The plot selected a near empty talk and when eighte power failed, he abandoned the take off but the aircraft over-ran the strip and struck failable intimeer and a fence. After funding successfully on a strip of sub-standard length in the erroneous belief that it was his intended destination, the pilot took off and collided with power transmission catebase the end of the strip. The cockpit roof and upper aerial installations were demoished but the aircraft was flown back to Darwin airport. The aircraft was flown back to Darwin airport. The aircraft was sporently serviceable and under control at the time but the accident cause could not be determined. When the tow were best at a height of about 400 feet is a wind kindurch, the pupil states for leight events to the ground before the	Subst. Subst. Subst.	* Source: Adastron.
GS_? CEB SMM * TFB G?	[C.A.C.] Lockheed	DH-82 Norseman [UC-644] C.A.28 [CA-28 **Ceres B**] Hudson F-27-100 E5.528 **Kookaburra**	31.05.60. 03.06.60. 03.06.60. 10.06.60. 11.06.60.	Wewak aerodrome [Glenrock Station] Kemp airstrip [into the sea] near Mackay	near Scone [near Darwin]	PNG NSW NT QLD SA	Ag/Day Ag/Day AWK/Day RPT/Night Trng/Day (Dual) Ag/Day	The aircraft rolled onto its winging and tail place where the pilot allowed a ground loop to develop during landing. The pilot selected a near empty tank and when engine power failed, he abandoned the take-off but the aircraft over-ran the strip and struck followed inclined and a federal successfully on a strip of undo standard length in the removab belief that it was his intended destination, the pilot took off and struck followed in the strip. The codepit roll and upways arerial insulations were demolished but the structure of the strip. The codepit roll and upways arerial insulations were demolished but the structure of the strip. The structure destination was represented by the structure of the strip. The structure is the structure provided entering a regist visual approach after holding approximately 70 minutes to use to fig. The aircraft was formative privarely avvisicable and undoed control at the time but the excised rous approximately 70 minutes to use to fig. The aircraft was provided the structure could enter the destination of the structure could enter the destination of the structure could enter the destination of the structure could enter the destination of the structure could enter the destination of the structure could enter the destination of the structure could enter the destination of the structure could enter the destination of the structure could enter the destination of the structure could enter the destination of the structure could enter the covery. The aircraft strucks a power line the presence of which the pint overflooked although the had previously noted its position. The aircraft crashed The works nower structure could enter the could enter the aircraft crashed The works nower structure of the structure could enter the structure of the structure of the structure of the structure of the structure of the structure of the structure of the structure of the structure of the structure of the structure of the structure of the structure of the structure of the structure of the structure o	Subst. Subst. Subst. Dest. Subst.	Source Adastron.
GS_? CEB SMM * TFB G?	[C.A.C.] Lockheed	DH-82 Norseman UC-64A C-A-28 CA-28 - CA-28 CA-28 - CA-28 CA-28 - CA-28 Hudson F-27-100 E5.528 "Kookaburra" DH-82 E5.52 "Kookaburra"	31.05.60. 03.06.60. 03.06.60. 10.06.60. 11.06.60. 17.06.60.	Wewak aerodrome [Glerocic Station] Kemp airstrip [into the seal near Mackay Walkerie [serodrome] [Molyhus = 1.5] Camden [serodrome]	near Scone [near Darwin]	PNG NSW NT QLD SA VIC NSW	CHTR/Day Ag/Day AWK/Day RPT/Night Trng/Day (Dual) Ag/Day Trng/Day (Dual)	The aircraft rolled onto its winging and tail place where the pilot allowed a ground loop to develop during landing. The pilot selected a near empty tank and when engine power failed, he abandoned the take-off but the aircraft over-ran the strip and struck (allows intoiner and a firence. After landing successfully on a strip of sub-standed length in the erroneous belief that it was his intended destination, the pilot took off and collided with power transmission cables be the off the strip. The codepit roof and upper aeral installations were demolished but the aircraft was flower than 50 miles and to Darwin algorit. The aircraft was flower than 50 miles are provided as the strip of	Subst. Subst. Subst. Dest. Subst.	* Source: Adastron.
GS_? CEB SMM * TFB G?	[C.A.C.] Lockheed	DH-82 Norseman UC.6A2 CA.28 CA.28 CA-28 31.05.60. 03.06.60. 03.06.60. 10.06.60. 11.06.60.	Wewak aerodrome [Glenrock Station] Kemp airstrip [Into the sea] near Mackay Walkerie [aerodrome] [Moyhu = 1.5]	near Scone [near Darwin]	PNG NSW NT QLD SA VIC	Ag/Day Ag/Day AWK/Day RPT/Night Trng/Day (Dual) Ag/Day	The aircraft rolled onto its winging and tail place where the pilot allowed a ground loop to develop during landing. The pilot selected a near empty tank and when engine power failed, he abandoned the take-off but the aircraft over-ran the strip and struck followed inclined and a federal successfully on a strip of the standard length in the enrouses belief that it was his intended destination, the pilot took off and struck followed in the pilot selected of the strip. The cologit roll and payer aerial installations were demolished but the structure of the strip. The aircraft was from bard to Dorwin airprach. The aircraft was from bard to Dorwin airprach and an advantage anglet visual appreciate the rollings approximately 70 minutes to use to fig. The aircraft was from bardly visvoical agreement of the strip. The aircraft was from bardly visvoical agreement and an aircraft was from bardly visvoical and the deferment. When the tow wire broke at a height of about 400 feet in a winch barnch, the payol stalled the glider which spun to the ground before the instruction could effect receivery. The aircraft struck a power line the presence of which the pilot overfooked although he had previously noted its position. The aircraft crashed the works provided when the aircraft with five feet and implies off and confusing directions by the instructor resided the the aircraft was five feet and the provided of the position. The aircraft crashed the works power line the presence of which the pilot overfooked although he had previously noted its position. The aircraft crashed the dove bards could not be determined and strike the ground.	Subst. Subst. Subst. Dest. Subst.	*Source: Adastron.	
GS_? CEB SMM * TFB G? SSH G?	[C.A.C.] Lockheed	DH-82 Norseman [DC-6A4] C.A.28 [CA-28 *Ceres 8*] Hudson F-27-100 E5-528 *Kookaburra** DH-82 E5-52 *Kookaburra**	31.05.60. 03.06.60. 03.06.60. 10.06.60. 11.06.60. 17.06.60. 19.06.60.	Wewak aerodrome [Glerocic Station] Kemp airstrip [into the seal near Mackay Walkerie [serodrome] [Molyhus = 1.5] Camden [serodrome]	near Scone [near Darwin] near Glenrowan Goomaling	PNG NSW NT QLD SA VIC NSW WA	CHTR/Day Ag/Day AWK/Day RPT/Night Trng/Day (Dual) Ag/Day Trng/Day (Dual) Ag/Day	The arrord rolled onto its winging and tail place where the pilot allowed a ground loop to develop during landing. The pilot selected a near empty tank and when engine power failed, he abandoned the take off but the aircraft over-ran the strip and struck failure insider and a familiar strip. The pilot selected a near empty tank and when engine power failed, he abandoned the take off but the aircraft over-ran the strip and struck failure insider and a familiar struck and the struck of an allowed the struck of the s	Subst. Subst. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	Source: Adistron.
GS_? CEB SMM * TFB G? SSH G?	[C.A.C.] Lockheed	DH-82 Norseman Ipticase (A.28 (CA.28 (CA.28 (CA.28 (CA.28 (CA.20	31.05.60. 03.06.60. 03.06.60. 10.06.60. 11.06.60. 17.06.60. 19.06.60.	Wewak aerodrome [Glerocic Station] Kemp airstrip [into the seal near Mackay Walkerie [serodrome] [Molyhus = 1.5] Camden [serodrome]	near Scone [near Darwin] near Glenrowan Goomaling	PNG NSW NT QLD SA VIC NSW WA	CHTR/Day Ag/Day AWK/Day RPT/Night Trng/Day (Dual) Ag/Day Trng/Day (Dual) Ag/Day	The aircraft rolled onto its winging and tail place where the pilot allowed a ground loop to develop during landing. The plot selected a near empty tank and when engine power failed, he abandoned the take-off but the aircraft over-ran the strip and struck distinctions and account of the structure of the struct	Subst. Subst. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	* Source: Adastron.
GS_? CEB SMM * TFB G? SSH G? DAO RQL	[C.A.C.] Lockheed	DH-82 Norseman Inc. 2008 (ICA-28 Cores 87) Heaton F-27-100 E5.58 Yooksburra* DH-82 I2 Arrow DH-82	31.05.60. 03.06.60. 03.06.60. 10.06.60. 17.06.60. 17.06.60. 19.06.60. 20.06.60.	Wewak aerodrome [Glenroici Station] Kemp airstrip [into the sea] near Mackay Waikerie [serodrome] [Moyhu = 1.5] Camden [serodrome] near [near]	near Scone [near Darwin] near Glerrowan Goomaling Archerfield	PNG NSW NT QLD SA VIC NSW WA QLD	CHTR/Day Ag/Day AWK/Day AWK/Day RPT/Night Trng/Day (Dual) Ag/Day Trng/Day (Dual) Ag/Day PVT/Day Ag/Day	The aircraft rolled onto its winging and tail place where the pilot allowed a ground loop to develop during landing. The pilot selected a near empty tank and when engine power failed, he abandoned the take-off but the aircraft over-ran the strip and struck distance inclined and account of the structure of the	Subst. Subst. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	* Source: Adastron.
GS_? CEB SMM * TFB G? SSH G? DAO RQL	[C.A.C.] Lockheed	DH-82	31.05.60. 03.06.60. 03.06.60. 10.06.60. 11.06.60. 17.06.60. 19.06.60. 19.06.60. 20.06.60.	Wewak aerodrome [Glerocic Station] Kemp airstrip [into the seal near Mackay Walkerle [serodrome] [Molyhus = 1.5] Camden [serodrome]	near Scone [near Darwin] near Glerrowan Goomaling Archerfield	PNG NSW NT QLD SA VIC NSW WA QLD	CHTR/Day Ag/Day AWK/Day AWK/Day RPT/Night Trmg/Day (Dual) Ag/Day Trmg/Day (Dual) Ag/Day PVT/Day Ag/Day Trmg/Day (Solo)	The aircraft rolled onto its winging and tail place where the pilot allowed a ground loop to develop during landing. The pilot selected a near empty tank and when engine power failed, he abandoned the take-off but the aircraft over-ran the strip and struck tables inhiber and at leading successfully on as airp of sub-standard length in the mechanism of the strip. The cologit roll and the strip and struck tables inhiber and at length successfully on as airp of sub-standard length in the mechanism of the strip. The cologit roll and part areal includitions were demolished but he colored and struck tables and the strip. The cologit roll and struck tables are demolished to the strip. The cologit roll and struck tables are demolished to the struck tables are struck to Domain algorithm. The aircraft was formative for the struck to Domain algorithm of the struck the struck tables are struck to the struck th	Subst. Subst. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	Source: Adastron.
GS_? CEB SMM * TFB G? SSH G? DAO RQL	[C.A.C.] Lockheed	DH-82 Norseman Include (CA-28 *Ceres In*) Huston F-27-100 ES-328 *Kookaburra* DH-82 IS-52 *Kookaburra* DH-82 Arrow DH-82 G-83 G-83 G-83	31.05.60. 03.06.60. 03.06.60. 10.06.60. 17.06.60. 17.06.60. 19.06.60. 20.06.60.	Wewak aerodrome [Glenroici Station] Kemp airstrip [into the sea] near Mackay Waikerie [serodrome] [Moyhu = 1.5] Camden [serodrome] near [near]	near Scone [near Darwin] near Glerrowan Goomaling Archerfield	PNG NSW NT QLD SA VIC NSW WA QLD	CHTR/Day Ag/Day AWK/Day AWK/Day RPT/Night Trng/Day (Dual) Ag/Day Trng/Day PVT/Day Ag/Day Trng/Day Trng/Day Trng/Day	The aircraft rolled onto its wingtip and tail place when the pilot allowed a ground loop to develop during landing. The pilot selected a near empty tank and when engine power failed, he abandoned the take off but the aircraft over-ran the strip and struck liables inhiber and a fermion successfully on a strip of sub-standard length in the erroneous belief that it was his intended destination, the pilot took off and collided with power termination cables at the end of the strip. The codepit roof and upper aerial installations were demolished but the collided with power termination cables at the end of the strip. The codepit roof and upper aerial installations were demolished but the collided with power termination cables at the end of the strip. The codepit roof and upper aerial installations were demolished but the collided with the collided with power termination cables and the strip of t	Subst. Subst. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	* Source: Adastron.
GS_? CEB SMM * TFB G? SSH G? DAO RQL	[C.A.C.] Lockheed	DH-82 Norseman Inc. 2008 (ICA-28 Cores 87) Heaton F-27-100 E5.58 Yooksburra* DH-82 I2 Arrow DH-82	31.05.60. 03.06.60. 03.06.60. 10.06.60. 11.06.60. 17.06.60. 19.06.60. 19.06.60. 20.06.60.	Wewak aerodrome [Glenroici Station] Kemp airstrip [into the sea] near Mackay Waikerie [serodrome] [Moyhu = 1.5] Camden [serodrome] near [near]	near Scone [near Darwin] near Glerrowan Goomaling Archerfield	PNG NSW NT QLD SA VIC NSW WA QLD	CHTR/Day Ag/Day AWK/Day RPT/Night Trng/Day (Dual) Ag/Day Trng/Day (Dual) Ag/Day Trng/Day PVT/Day Ag/Day Trng/Day Ag/Day Trng/Day Ag/Day Ag/Day	The aircraft rolled onto its winging and tail place where the pilot allowed a ground loop to develop during landing. The pilot selected a near empty tank and when engine power failed, he abandoned the take-off but the aircraft over-ran the strip and struck tables inhiber and at leading successfully on as airp of sub-standard length in the mechanism of the strip. The cologit roll and the strip and struck tables inhiber and at length successfully on as airp of sub-standard length in the mechanism of the strip. The cologit roll and part areal includitions were demolished but he colored and struck tables and the strip. The cologit roll and struck tables are demolished to the strip. The cologit roll and struck tables are demolished to the struck tables are struck to Domain algorithm. The aircraft was formative for the struck to Domain algorithm of the struck the struck tables are struck to the struck th	Subst. Subst. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	Source: Adustron.

AQD	1		1 1		i	1	i	undercarriage collapsed when it then struck the ground heavily.	1	İ
	[DeHavilland]	DH-82	01.07.60.	near	Rathdowney	QLD	Ag/Day	The pilot apparently became lost during a cross-country travel flight whilst low flying probably in search of a suitable landing area. The aircraft collided with a dead tree which the pilot presumably did not see and was burnt out.	Dest.	Pilot D.Campbell.
-+	Cessna	180	01.07.60.	Constance Range	near Lawn Hill	QLD	CHTR/Day	The pilot undertook a flight with insufficient fuel and experienced power failure over unfavourable terrain some 10 miles short of his	Subst.	Poss: BPM , MZK , or TPL
RV ?	[DeHavilland]	DH-82	06.07.60.	Moorabbin aerodrome		VIC	AWK/Day	destination. During the forced landing the aircraft struck small trees and a boulder. The pilot attempted to tow a banner which subjected the aircraft to drag forces in excess of the thrust available. The release mechanism did	Subst.	
DMM	Miles	M.65	11.07.60.	Carnaryon aerodrome		WA	AWK/Day	not function correctly and the aircraft struck the ground collapsing the port undercarriage. The aircraft landed with one undercarriage leg retracted when the down-lock was rendered inoperative by a small stone in the mechanism.	Cubes	
		"Gemini"							Subst.	
DAI	[DeHavilland]	DH-82	16.07.60.	near	Yericoin	WA	Ag/Day	The pilot over-corrected an early swing during take-off, the aircraft assumed a new take-off path and collided with a tree, the existence of which the pilot had temporarily overlooked.	Subst.	
	[DeHavilland]	DH-82	21.07.60.	near	Deniliquin	NSW	Ag/Day	The aircraft struck a power line which the pilot overlooked although he had previously noted its position. The aircraft struck the ground and overturned.	Subst.	
KNM	[DeHavilland]	DH-82	24.07.60.	near	Tumut	NSW	Trng/Day	The aircraft collided with power lines during authorised forced landing practice. Due to incorrect engine handling during the descent the	Subst.	
RHK?	Cessna	182A	28.07.60.	near	Macksville	NSW	(Solo) PVT/Day	engine did not respond sufficiently when the throttle was opened to climb away. The pilot attempted a precautionary landing on a sub-standard rough surface strip. The aircraft struck the ground heavily and the nose-wheel	Subst.	
SSO2	[DeMavilland]	DH-82	28.07.60.	near	Sea Lake	VIC	Ag/Day	became detached, causing the wingtip and propeller to contact the ground. After landing and whilst being taxied down-wind at a fast speed the wheels of the aircraft contacted a soft patch of ground while in the tail-up	Subst.	
33Q!	(Denavillatiu)							take-off attitude causing it to overturn.		
ARU	[DeHavilland]	DH-82	01.08.60.	near	Wongan Hills	WA	Ag/Day	After several spraying runs over an area which had been previously inspected for obstructions, the aircraft had to climb over a group of trees including one tree some 15 feet taller than the others. The pilot lost sight of it due to the nose-up attitude of the aircraft and the aircraft struck	Subst.	
RRM	Cessna	180	06.08.60	near (SW)	Narromine	NSW	Ag/Day	the tree and fell to the ground. For reasons which have not been determined, the aircraft followed a gradual descent path from 200 feet under power and crashed into a line of	Dest	District DAY Day Congress DOMELL (7) DAY had been contributed as "Marall" arrest
DDIVI	Cessila	180				NSW		trees 30 feet high at a height of about 15 feet.	Dest.	Pilot: Col PAY. Pax Gregory POWELL (7). PAY had been spraying on "Myall" owned by Keith POWELL and located south-west of Narromine.
	[DeHavilland]	DHC-2	08.08.60.	near	Taralga	NSW	Ag/Day	The pilot discontinued a high landing approach but the engine failed to develop full power, probably because of carburettor ice and the aircraft contacted the ground on a down slope, striking many obstructions.	Subst.	
ALX	DeHavilland.	DH-82 DH-82	12.08.60 13.08.60.	near Albury near	Bolgart	NSW WA	N/K. Ag/Day	Reported "Crashed." Nil further known. The aircraft overturned during the landing roll when it encountered boggy ground. The landing area was not adequately inspected from the	N/K Subst.	
	(Denavilland)				_			ground before use.		
	[DeHavilland]	DH-82	16.08.60.	near	Narrandera	NSW	Ag/Day	The pilot neglected to survey the area and was unaware of electric power lines bordering the field being sprayed. The aircraft struck the wires and crashed to the ground.	Subst.	
	Bell	47G-2	16.08.60.	Alice Springs aerodrome		NT	PVT/Day	The pilot was engaged on a local test flight of a helicopter after overhaul. In an auto rotational landing, the nose pitched down, bending the skids and the main rotor blades struck the ground.	Subst.	
RQD	Piper	PA-22	20.08.60.	Archerfield aerodrome		QLD	Trng/Day	Shortly after a bauliked approach was initiated , the aircraft commenced a level turn to the left which changed into a steeply banked descending	Dest.	
UQB	[DeHavilland]	DH-80	21.08.60.	near	Wamberal	NSW	(Dual) CHTR/Day	spiral continuing until the aircraft struck the ground. At the completion of a joy flight a passenger disembarked and was struck by the propeller rotating at idling power. The pilot did not exercise	Nil	
EAC	Lockheed	L-1049G	24.08.60.	Plaisance Airport	Mauritius	Other	RPT/	sufficient care in passenger handling. The aircraft crashed into a gully and was burnt out when a take-off was abandoned following engine power loss. A combination of circumstances	Dest.	All P.O.B. survived with minor or no injuries.
EAL	Lockneed							delayed the decision to abandon the take-off until the aircraft had reached a point from which it could not be halted on the runway.		ou n.c.s. survived with minor or no injuries.
T	[DeHavilland]	DH-82	26.08.60.	near	Cudal	NSW	Ag/Day	The pilot misjudged the climb over known power lines at the end of a spraying run. The port wingtip caught in a power line and the aircraft crashed to the ground.	Subst.	
UEI	Druine	Turbulent	27.08.60.	Humbug Scrub	near Parafield	SA	N/K.	Reported damaged. No details Known.		
DAH	[DeHavilland]	DH-82	29.08.60.	near	Cunderdin	WA	Ag/Day	The pilot unnecessarily, but from habit, attempted a minimum distance landing into a field which involved an approach over a known tele- phone line. He misjudged his clearance over the wires which became entangled in the undercarriage causing the aircraft to strike the ground	Subst.	
\longrightarrow	Piper	PA-22	30.08.60.	Bankstown aerodrome		NSW	Trng/Day	inverted. The pilot lost control of the aircraft after touching down and ground looped , collapsing the undercarriage.	Subst.	
				and the second second			(Solo)			
PCG/3 CHS	(DeHavilland) DeHavilland.	DH-82 DH-82	30.08.60. 02.09.60.	near	Trundle Moyhu	NSW VIC	Ag/Day N/K.	The pilot misjudged the pull-up point to clear a power cable. The aircraft struck the cable and crashed to the ground inverted. Reported damaged. No details Known.	Subst.	
POW	[DeHavilland]	DH-82 DH-82	10.09.60.	near	Trayning Alice Series	WA	PVT/Day	When landing in a field the aircraft overturned after entering a heap of stones in tall grass which the pilot failed to detect. The pilot of the powered aircraft was providing an aero-tow for a glider flown by a relatively inexperienced glider pilot who was under the	Subst.	
bOW	[DeHavilland]	DH-82	11.09.60.	near	Alice Springs	NT	PVT/Day	supervision of an instructor. At about 200 feet after take-off, the glider climbed above the towing aircraft and the pilot was apparently unable	Dest.	
								to release the tow cable under load. The aircraft was forced into a dive, the tow rope broke, but the aircraft crashed in a vertical attitude and was burnt out.		
RGE	Cessna	172A	11.09.60.	Echuca aerodrome		VIC	CHTR/Day	immediately after take-off, the aircraft entered a steep climb and then, for reasons undetermined, side-slipped to the left and struck the	Dest.	
MAL	Douglas	DC-3CS1C3G	15.09.60.	Madang aerodrome		PNG	CHTR/Day	ground. The pilot in command found it necessary during take-off run to move the starboard throttle lever separately and substantially further forward	Subst.	Captain G.Bigge.
								than the port throttle lever to achieve similar manifold pressure readings at take-off power. The movement and rotation of his hand in doing so was misinterpreted by the first officer as the normal signal for undercarriage retraction. The first officer immediately retracted the under-		
	[Dallavilland]	DH-82	20.09.60.	near	Dallan	VIIC	Ag/Day	carriage and the aircraft came to rest on it's under surfaces. The pilot attempted a landing on a roadway in excessive crosswind conditions. The aircraft struck a post during the landing roll and swung	Subst.	
	(Denavilland)				Ballan	VIC		through a fence.		
	[DeHavilland]	DH-82	20.09.60.	near	Brigalow	QLD	Ag/Day	The effects of a wind change on take-off, aggravated by long grass and a slight overload, prevented the aircraft from becoming airborne and it struck the upwind fence.	Subst.	
CEC?	C.A.C.	CA-28 ["Ceres"]	21.09.60.	near	Ebor	NSW	Ag/Day	The pilot attempted a take-off with a maximum load of fertiliser without the recommended take-off flap extended. Faulty spark plugs caused a reduction of engine power and the compacted fertiliser failed to dump. The aircraft struck the ground and trees, collapsing the undercarriage.	Subst.	
PCM	DeHavilland.	82A	22.09.60.	Bankstown aerodrome		NSW	N/K.	Reported Burnt In Hangar Fire. [ASN database reports Auster AOP.V VH-AHQ was also destroyed].	Dest.	
	[DeHavilland]				Woomelang	VIC	Ag/Day	A reduction of engine power due to a sticking exhaust valve occurred during a take-off run. The take-off could not be successfully abandoned due to the down slope and the aircraft collided with the upwind fence and overturned.	Subst.	
		DH-82	22.09.60.	near			PVT/Day	After a long descent into the circuit area, the pilot was unable to restore engine power, probably due to insufficient precautions against the	Subst.	AHSA reports "Western Junction on 24.09.60" To Be Investigated.
AKI	Stinson	Voyager	22.09.60. 25.09.60.	adjacent to Launceston Airport		TAS		price a long descent into the circuit area, the prior was unable to restore engine power, probably due to instrument precadulors against the	Suust.	
AKI	Stinson Auster				100 k/m. N/W Rocky	TAS QLD	PVT/Day	accretion of carburettor ice. The aircraft landed off the airport colliding with two fences and finally overturning into a railway cutting. The pilot became lost due to his failure to employ proper navigational practices and the aircraft overturned during an attempted landing on a	Subst.	
		Voyager J.1B Anson	25.09.60.	adjacent to Launceston Airport	100 k/m. N/W Rocky		PVT/Day CHTR/Day	accretion of carburettor ice. The aircraft landed off the airport colliding with two fences and finally overturning into a railway cutting. The pilot became lost due to his failure to employ proper navigational practices and the aircraft overturned during an attempted landing on a ploughed field.		
	Auster	Voyager J.1B	25.09.60. 29.09.60.	adjacent to Launceston Airport near Ogmore	100 k/m. N/W Rocky Camden	QLD	PVT/Day	accretion of arthwestor ice. The aircrit kinded off the aircrit confidence with the forces and finally overstrange into a railway cutting. The glot became load us to his failure to employ proper analysism of parties and the instant overstrand entire an attempted landing on a pusple of into the confidence of the conf	Subst.	
	Auster	Voyager J.1B Anson	25.09.60. 29.09.60. 07.10.60.	adjacent to Launceston Airport near Ogmore Moorabbin aerodrome		QLD	PVT/Day CHTR/Day PVT/Day Trne/Day	accretion of arthwestor ice. The size of this indeed off the airport colliding with two forces and finally oversturing into a railway cutting. The pilot became load use to his failure to employ upper analysismly practices and the instruct overstured during a nat intempted landing on a ploughed findt. A recorrectly instituted type rises to take bust during a blace off no industries a ground loop and collapsing the undecorringe. An excerned type of the control of th	Subst.	
	Auster Avro Schleicher	Voyager J.1B Anson KA2B	25.09.60. 29.09.60. 07.10.60. 08.10.60.	adjacent to Launceston Airport near Ogmore Moorabbin aerodrome near	Camden	QLD VIC NSW	PVT/Day CHTR/Day PVT/Day	accretion of arthwestor ice. The sirrolt kinded off the airport colliding with two forces and finally overturning into a railway cutting. The pilot became lost due to his failure to employ upper analysism of parties and the inarcian overturned during an attempted landing on a ploughed field. An incorrectly infalled tyre lineer tube burst during a take off run inducing a ground loop and collapsing the undercarriage. During a forced landing, a side-slipping approach became necessary became the dive brakes failed to operate. The pilot insulpided the grounds and a vallege brake a failed into parking the highest control training and the side of the	Subst. Subst. Subst.	Platr. Ron FRRS.
BAF/2	Auster Avro Schleicher Cessna	Voyager J.18 Anson KA28 150 1708	25.09.60. 29.09.60. 07.10.60. 08.10.60. 13.10.60.	adjacent to Launceston Airport near Ogmore Moorabbin aerodrome near near adjacent Wedau airstrip	Camden Meandarra	QLD VIC NSW QLD PNG	PVT/Day CHTR/Day PVT/Day Trng/Day (Dual) CHTR/Day	scretion of arbuvettor (e. The sizoralt kinded off the airport colliding with two fences and finally overturning into a railway cutting. The pilot became load use to his failure temploy repore narigorium) practices and the instruction extruster outering a threating an attempted landing on a ploughed field. An incorrectly instituted by the inner tuble burst during a take off run inducing a ground loop and collapsing the undercarriage. During a forced landing, a side-slipping approach became necessary because the dive brakes failed to operate. The pilot missigned the approach and an aimplies trunks a tree surror, owinging the fight on that struck the ground. The pilot was forced to land on unsuitable terrain following engine power failure during a trial instructional flight. The cause of the engine failure has not been determined. The pilot sto control when he was forced to turn in a confined area and in turbulent conditions soon after take-off. The aircraft stalled and struck the ground.	Subst. Subst. Subst. Subst. Subst.	
BAF/2	Auster Avro Schleicher Cessna	Voyager J.18 Anson KA28 150 1708 DH-82	25.09.60. 29.09.60. 07.10.60. 08.10.60. 13.10.60. 18.10.60.	adjacent to Launceston Airport near Ogmore Moorabbin aerodrome near near adjacent Wedau airstrip near	Camden Meandarra Romsey	QLD VIC NSW QLD PNG VIC	PVT/Day CHTR/Day PVT/Day Trng/Day (Dual) CHTR/Day Ag/Day	accretion of arthwestor ice. The sizorith kinded off the airport colliding with two forces and finally overturning into a railway cutting. The glot became load us to his failure to employ proper negligibility practices and the instruct overturned during an antempted landing on a judgeled off. Joseph of the control of	Subst. Subst. Subst. Subst. Subst. Dest.	Pilot: Ron FRMS. Restored as VH-LMF:
BAF/2	Auster Avro Schleicher Cessna	Voyager J.18 Anson KA28 150 1708	25.09.60. 29.09.60. 07.10.60. 08.10.60. 13.10.60.	adjacent to Launceston Airport near Ogmore Moorabbin aerodrome near near adjacent Wedau airstrip	Camden Meandarra	QLD VIC NSW QLD PNG	PVT/Day CHTR/Day PVT/Day Trng/Day (Dual) CHTR/Day	accretion of arthwestor ice. The sirrorit kinded off the shipport colliding with two fences and finally overturning into a railway cutting. The pilot became lost due to his failust to employ proper neargistional practices and the sarriar overturned during an attempted landing on a ploughed field. An incorrectly instituted tyre inner tube burst during a take-off run inducing a ground loop and collapsing the undercardiage. During a forced landing, a side-slipping approach became necessary because the dive braits failed to operate. The pilot misplaged the approach had a wing brait to a treat struct, burning the failuse in that struck the ground travelling backwards. The pilot was forced to land on unsuitable terrain following engine power failure during a trial instructional light. The cause of the engine collaboration in the same of the same of the engine collaboration in the same of the same of the engine collaboration in the same of the same of the engine collaboration in the same of the same of the engine collaboration in the same of the same of the engine collaboration in the same of the same of the engine collaboration in the same of the same of the engine collaboration in the same of the same of the engine collaboration in the same of the same of the engine collaboration in the same of the same of the engine collaboration in the same of the same of the engine collaboration in the same of the same of the engine collaboration in the same of the same of the engine collaboration in the same of the engine collaboration in the same of the engine collaboration in the engine collaboration in the same of the engine collaboration in the same of the engine collaboration in the engine collaboration in the engine collaboration in the engine collaboration in the engine collaboration in the engine collaboration in the engine collaboration in the engine collaboration in the engine collaboration in the engine collaboration in the engine collaboration in the engine collaboration in the engine collaboration in the engine	Subst. Subst. Subst. Subst. Subst.	Restored as VH-LMF.
BAF/2	Auster Avro Schleicher Cessna	Voyager J.18 Anson KA28 150 1708 DH-82	25.09.60. 29.09.60. 07.10.60. 08.10.60. 13.10.60. 18.10.60.	adjacent to Launceston Airport near Ogmore Moorabbin aerodrome near near adjacent Wedau airstrip near	Camden Meandarra Romsey	QLD VIC NSW QLD PNG VIC	PVT/Day CHTR/Day PVT/Day Trng/Day (Dual) CHTR/Day Ag/Day	accretion of arthwestor ice. The size star dit sinded off the size of colliding with two forces and finally overturning into a railway cutting. The pilot became lost due to his failust to employ opper analysism plantices and the sizerant overturned during an attempted landing on a ploughed field. An incorrectly instituted yet inner tube burst during a take-off run inducing a ground loop and collapsing the undercardiage. During a forced landing, a side-slipping approach became necessary because the dive braits failed to operate. The pilot misplaged the approach and a wileight product a treat structs, being on that strucks the ground travelling backwards. The pilot was forced to land on unsuitable terrain following engine power failure during a trial instructional light. The cause of the engine dublished has not been determined. All of the pilot was forced to land on unsuitable terrain following engine power failure during a trial instructional light. The cause of the engine dublished has not been determined. An interval of the pilot was forced to lumn in a confined area and in turbulent conditions soon after take-off. The aircraft stailed and truck the ground. The pilot spectromy digit and divided into the ground. The aircraft statell did not see power trainmostion linear crossing a gally st a height of about 100 feet above the ground and the aircraft collided with them during a survey flight and divided into the ground. The aircraft struck the ground; collapsing the undercarriage, during an attempted forced landing after a loss of power due to fuel enhanction which occurred whilst spraying.	Subst. Subst. Subst. Subst. Subst. Dest.	
AVE BSG	Auster Avro Schleicher Cessna Cessna [DeHavilland] [DeHavilland]	Voyager J.18 Anson KA28 150 1708 DH-82 DH-82 145	25.09.60. 29.09.60. 07.10.60. 08.10.60. 13.10.60. 13.10.60. 23.10.60. 01.11.60.	adjacent to Launceston Airport near Ogmore Moorabbin aerodrome near near adjacent Wedau airstrip near near Toongi adjacent Moorabbin Airport	Camden Meandarra Romsey N/W of Dubbo	QLD VIC NSW QLD PNG VIC NSW VIC	PVT/Day CHTR/Day PVT/Day Trng/Day (Dual) CHTR/Day Ag/Day Ag/Day PVT/Day	accretion of arbivettor ice. The sizorit kinded off the sizorit colliding with too fences and finally overturning into a railway cutting. The pilot became load us to his failus to employ opper analysism particles and the raintro overturned during an attempted floriding on a pilotoglied field. An incorrectly instituted yet inner tube burst during a take-off run inducing a ground loop and collapsing the undercardiage. During a forced landing, a side-slipping approach became necessary because the dive brakes falled to operate. The pilot misplaged the approach and a valing trust a treat surpos, unknown places the diversity of the pilot size to be forced to land on unsuitable terrain following engine power failure during a trial instructional light. The cause of the engine dularler has not been determined. The pilot to control when he was forced to turn in a confined area and in turbulent conditions soon after take-off. The aircraft stalled and the pilot specified during a trial mistructional fight. The cause of the engine collider with them during a size of the pilot specified of size gover trainmission lines crossing a gulfy six a height of about 100 feet above the ground and the aircraft collider with them during a size of ground divider time to be ground. The aircraft struck florid size gover trainmission lines crossing a gulfy six a height of about 100 feet above the ground and the aircraft collider with them during a size of ground ground ground and the aircraft collider with them during a size of ground	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Dest. Dest. Subst.	Restored as VH-LMF.
AVE BSG	Auster Avro Schleicher Cessna Cessna [DeHavilland] [DeHavilland]	Voyager J.18 Anson KA28 150 1708 DH-82	25.09.60. 29.09.60. 07.10.60. 08.10.60. 13.10.60. 18.10.60. 23.10.60.	adjacent to Launceston Airport near Ogmore Moorabbin aerodrome near near adjacent Wedau airstrip near near Toongi	Camden Meandarra Romsey	QLD VIC NSW QLD PNG VIC	PVT/Day CHTR/Day PVT/Day Trng/Day (Dual) CHTR/Day Ag/Day Ag/Day	scretion of arthwestor ice. The size of this indeed off the approx colliding with two forces and finally overturning into a railway cutting. The pilot became lost due to his failus to employ open analysing his packes and the instruct overturned during a nat intempted landing on a ploughed hold. A recorrectly included byte incert habe butst during a base off no in indusing a ground loop and collispoint the undercorriage. A recorrectly included byte incert habe butst during a base off no in indusing a ground loop and collispoint the undercorriage. A recorrectly included byte incert habe butst during a base off no in indusing a ground loop and collispoint the undercorriage. A recorrectly included byte incert has been described byte included byte	Subst. Subst. Subst. Subst. Subst. Dest. Subst.	Restored as VH-LMF.
AVE BSG	Auster Avro Schleicher Cessna Cessna [DeHavilland] [DeHavilland]	Voyager J.18 Anson KA28 150 1708 DH-82 DH-82 145	25.09.60. 29.09.60. 07.10.60. 08.10.60. 13.10.60. 13.10.60. 23.10.60. 01.11.60.	adjacent to Launceston Airport near Ogmore Moorabbin aerodrome near near adjacent Wedau airstrip near near Toongi adjacent Moorabbin Airport	Camden Meandarra Romsey N/W of Dubbo	QLD VIC NSW QLD PNG VIC NSW VIC	PVT/Day CHTR/Day PVT/Day Trng/Day (Dual) CHTR/Day Ag/Day Ag/Day PVT/Day	scretion of arthwestor ice. The size of a time did fine a signor colliding with two forces and finally overturning into a railway cutting. The pilot became load us to his failust or employ opper negrigation practices and the raint? overturned during an attempted funding on a ploughed field. An occurrently instituted yet more tube burst during a take off run inducing a ground loop and collapsing the undercarriage. Curing a forced lawring, a side-slipping approach became necessary became the dive brakes failed to operate. The pilot misplaged the house of the pilot response to the pilot misplaged the force of the pilot response to the pilot misplaged the force of the pilot season to the order of the pilot season to the order order order of the pilot season to the order	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Dest. Dest. Subst.	Restored as VH-LMF.
AVE BSG DUA	Auster Avro Schleicher Cessna Cessna [DeHavilland] [DeHavilland]	Voyager 1.18 Anson KA28 150 1708 DH-82 145 84 Dragon	25.09.60. * 29.09.60. 07.10.60. 08.10.60. 13.10.60. 18.10.60. 23.10.60. 01.11.60.	adjacent to Launceston Airport near Ogmore Moorabbin aerodrome near near adjacent Wedau airstrip near near Toongi adjacent Moorabbin Airport	Camden Meandarra Romsey N/W of Dubbo Burren Junction	QLD VIC NSW QLD PNG VIC NSW VIC NSW	PVT/Day CHTR/Day PVT/Day Trng/Day (Dusl) CHTR/Day (Dusl) CHTR/Day Ag/Day Ag/Day Ag/Day PVT/Day Ag/Day Trng/Day Trng/Day Trng/Day	screetion of arrbwestor ice. The size of at insert time did off the size of collising with two foreces and finally overturning into a railway cutting. The pilot became lost due to his failust to employ opper negrigation practices and the raint? noverturned during an attempted floriding on a ploughed field. An incorrectly instituted yet inner tube burst during a take off run indusing a ground loop and collapsing the undercarriage. During a forced landing, a side-slipping approach became necessary became the dive brakes failed to operate. The pilot insulpided the grounds and a vallege trans to floriding the side of the si	Subst. Subst. Subst. Subst. Subst. Subst. Dest. Subst. Subst. Subst.	Restored as VH-LMF.
AVE BSG DUA AMN BIQ SNS?	Auster Avro Schleicher Cessna Cessna [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland] Auster	Veyager J.18 Asson 6.28 150 1708 DH-82 DH-82 145 84 Dragon DH-82 Byboset 1	25.09.60. 29.09.60. 07.10.60. 08.10.60. 13.10.60. 13.10.60. 01.11.60. 12.11.60. 12.11.60. 17.11.60.	adjacent to Launceston Airport near Ogmore Moorabbin aerodrome near adjacent Wedau airstrip near near Toongi adjacent Moorabbin Airport near near	Camden Meandarra Romsey N/W of Dubbo Burren Junction Clare	QLD VIC NSW QLD PNG VIC NSW VIC NSW VIC NSW QLD QLD QLD	PVT/Day CHTR/Day PVT/Day Trng/Day Trng/Day CHTR/Day Ag/Day Ag/Day PVT/Day PVT/Day Ag/Day Trng/Day Trng/Day Trng/Day Trng/Day (Solo)	sizeration of arthwestor ize. The sizeral tunided off the apport collising with two forces and finally overturning into a railway cutting. The pilot became load us to his failure to employ proper negrigation practices and the instruct overturned during a nat intempted landing on a ploughed field. A recorrectly residented pay interest table butst during a table off no industries a promot loop and collapsing the undercorrings. A recorrectly residented pay interest table butst during a table off no industries a promot loop and collapsing the undercorrings. A recorrectly residented pay interest table butst during a table off no industries a promot loop and collapsing the undercorrings. Be pilot table to the found on unsuitable feature interests following engine places to the dise business feature flagsing the pilot size feature flagsing interests. Be pilot table control to lond on unsuitable feature infollowing engine power failure design in structurctional flight. The cause of the engine failure has not been determined. Be pilot to sectorist when he was forced to turn in a confined area and in turbulent conditions soon after table-off. The aircraft stalled and struck the ground. The pilot table promotive when he was forced to turn in a confined area and in turbulent conditions soon after table-off. The aircraft stalled and struck the ground. The pilot table promotive when he was forced to turn in a confined area and in turbulent conditions soon after table-off. The aircraft stalled and struck the ground. The pilot table promotive do not see power transmission lines crossing a guily at a height of about 100 feet above the ground and the aircraft that the ground. Conditions the control of the aircraft thrush the ground. Conditions the control of the promotive down and the aircraft thrush the ground conditions the control of the promotive down and the aircraft thrush the ground conditions the aerodome boundary. The pilot sto corrick, protably because a safe airspeed was not maintained, in a turn at low lev	Subst. Subst. Subst. Subst. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst.	Restored as VH-LMF.
AVE BSG DUA AMN BIQ SNS?	Auster Avro Schleicher Cessna Cessna [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland]	Veyager J.18 Anson KA28 150 1708 DH-82 DH-82 145 84 Dragon DH-82 STM	25.09.60. 29.09.60. 07.10.60. 08.10.60. 13.10.60. 13.10.60. 01.11.60. 12.11.60. 12.11.60. 17.11.60. 18.11.60.	adjacent to Launceston Airport near Ogmore Moorabbin aerodrome near near adjacent Wedau airstrip near near Toongi adjacent Moorabbin Airport near near	Camden Meandarra Romsey N/W of Dubbo Burren Junction	QLD VIC NSW QLD PNG VIC NSW VIC NSW VIC NSW QLD QLD QLD SA	PVT/Day CHTR/Day PVT/Day PVT/Day Trng/Day ([Oust]) CHTR/Day Ag/Day Ag/Day Ag/Day PVT/Day PVT/Day Trng/Day	sizeration of arthwestor ize. The sizeral tunined off the airport colliding with two forces and finally overturning into a railway cutting. The pilot became load us to his failus to employ open analysinghal practices and the instruct overturned during an attempted funding on a ploughed find. An excentractly instituted type inserve tube burst during a take off non indusing a govent loop and collapsing the undercurringe. An excentractly instituted type inserve tube burst during a take off non indusing a govent loop and collapsing the undercurringe. An excentractly instituted the property of the pilot set in the property of the pilot set in the property of the pilot set in the pilot set of the ord and an averaging visrols. I set the during, averaging the pilot set in the pilot set of the ord and excentrate following engine power failure during a trial instructional flight. The cause of the engine failure has not been determined. The pilot test correct, when the was forced to turn in a confined area and in turbulent conditions soon after take-off. The aircraft stalled and disruck the ground. The pilot test power yellight and dived into the ground. The pilot spectractly did not see power transmission lines crossing a guilty at a height of about 100 feet above the ground and the aircraft collided with them during a survey light and dived into the ground. The pilot spectractly and not see power transmission lines crossing a guilty at a height of about 100 feet above the ground and the aircraft to a collided with them during a survey light and dived into the ground. The pilot spectractly and the province of the pilot power during a materipied forced landing after a loss of power due to fuel exhaustion. The pilot spectractly probably because a safe airspeed was not maintained, in a torn at low level during a demonstration approach and funding with one engine Exhauster, like the nendescured to re-tatt the engine which had been shut drown, but the aircraft struck the ground coulding the aerodomn boundary. The p	Subst. Subst. Subst. Subst. Dest. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	Restored as VH-LMF.
AVE BSG DUA	Auster Avro Schleicher Cessna Cessna [DeHavilland] [DeHavilland] [DeHavilland] [DeHavilland] Auster	Veyager J.18 Asson 6.28 150 1708 DH-82 DH-82 145 84 Dragon DH-82 Byboset 1	25.09.60. 29.09.60. 07.10.60. 08.10.60. 13.10.60. 13.10.60. 01.11.60. 12.11.60. 12.11.60. 17.11.60.	adjacent to Launceston Airport near Ogmore Moorabbin aerodrome near adjacent Wedau airstrip near near Toongi adjacent Moorabbin Airport near near	Camden Meandarra Romsey N/W of Dubbo Burren Junction Clare	QLD VIC NSW QLD PNG VIC NSW VIC NSW VIC NSW QLD QLD QLD	PVT/Day CHTR/Day PVT/Day Trng/Day Trng/Day CHTR/Day Ag/Day Ag/Day PVT/Day PVT/Day Ag/Day Trng/Day Trng/Day Trng/Day Trng/Day (Solo)	screetion of archivestor ize. The size official size of the pipel became loss due to his failur to employ proper negligibility practices and the instruction of the pipel became loss due to his failure to employ proper negligibility practices and the instruction of the pipel became loss of the pipel became of a weeken loss of the pipel became of a weeken loss of the pip	Subst. Subst. Subst. Subst. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst.	Restored as VH-LMF.
BAF/2 AVE BSG DUA AMN BIQ SNS? RAE	Auster Avro Schleicher Cessna Cessna Cessna Cessna Cestna Cettadiard CEttadiard CEttadiard CEttadiard Auster Ryan (Detectorilland)	Veyager J.18 Anson KA28 150 1708 DH-82 DH-82 3 SModer F STM DH-82 1808	25.09.60. 25.09.60. 07.10.60. 08.10.60. 18.10.60. 18.10.60. 12.11.60. 12.11.60. 12.11.60. 17.11.60. 18.11.60. 18.11.60. 24.11.60.	adjacent to Launceston Airport near Ogmore Moorabbin aerodrome near near adjacent Wedau airstrip near near Toong adjacent Moorabbin Airport near near rear Casino aerodrome near	Canden Meandarra Romsey N/W of Dubbo Burren Junction Clare Goolwa Broken Hill	QLD VIC NSW QLD PNG VIC NSW VIC NSW QLD QLD QLD QLD SA NSW NSW	PYT/Day CHTR/Day PYT/Day PYT/Day Trig/Day (Osal) Ag/Day Ag/Day PYT/Day Ag/Day PYT/Day Ag/Day Trig/Day Ag/Day Ag/Day PYT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day	screetion of archivestor ice. The size of a si	Subst. Subst. Subst. Subst. Subst. Dest. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	Restored as VH-LMF.
BAF/2 AVE BSG DUA AMN BIQ SNS?	Auster Avro Schleicher Cessna (Destavilland) (Destavilland) (Destavilland) (Destavilland) (Destavilland) (Destavilland) (Destavilland) (Destavilland) (Destavilland) (Destavilland) (Destavilland) (Destavilland) (Destavilland)	Veyager J.18 Anson 6A28 150 1708 DH-82 DH-82 145 84 Dragon DH-82 STM OH-82 1869 DHC-1	25.09.60. 29.09.60. 07.10.60. 08.10.60. 13.10.60. 13.10.60. 13.10.60. 12.11.60. 12.11.60. 12.11.60. 12.11.60. 12.11.60. 12.11.60. 24.11.60. 24.11.60. 24.11.60.	adjacent to Launceston Airport near Ogmore Moorabbin aerodrome near adjacent Wedau airstrip near near Toongi adjacent Moorabbin Airport near near near Casino aerodrome near casino aerodrome near casino aerodrome near	Camden Meandarra Romsey N/W of Dubbo Burren Junction Clare Goolwa Broken Hill Newcastle	QLD VIC NSW QLD PNG VIC NSW VIC NSW VIC SA NSW NSW NSW NSW	PYT/Day CHTR/Day PYT/Day PYT/Day PYT/Day Tmg/Day (Osal) Ag/Day Ag/Day Ag/Day Ag/Day PYT/Day Ag/Day Tmg/Day (Solo) FYT/Day Ag/Day Tmg/Day (Solo) Tmg/Day Ag/Day sizeration of arthwestor ize. The sizeral tunided off the apport collising with two foreces and finally overturning into a railway cutting. The pilot became load us to his failure to employ proper negrigation practices and the instruct overturned during a nat intempted landing on a ploughed field. A recorrectly related by the international control of the properties of	Subst. Subst. Subst. Subst. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	Restored as VH-LMF.	
BAF/2 AVE BSG DUA AMN BIQ SNS?	Auster Avro Schleicher Cessna Cessna Cessna Cessna Cestna Cettadiard CEttadiard CEttadiard CEttadiard Auster Ryan (Detectorilland)	Veyager J.18 Anson KA28 150 1708 DH-82 DH-82 3 SModer F STM DH-82 1808	25.09.60. 25.09.60. 07.10.60. 08.10.60. 18.10.60. 18.10.60. 12.11.60. 12.11.60. 12.11.60. 17.11.60. 18.11.60. 18.11.60. 24.11.60.	adjacent to Launceston Airport near Ogmore Moorabbin aerodrome near near adjacent Wedau airstrip near near Toong adjacent Moorabbin Airport near near rear Casino aerodrome near	Canden Meandarra Romsey N/W of Dubbo Burren Junction Clare Goolwa Broken Hill	QLD VIC NSW QLD PNG VIC NSW VIC NSW QLD QLD QLD QLD SA NSW NSW	PYT/Day GHTR/Day PYT/Day Trog/Day Trog/Day Trog/Day Ag/Day Ag/Day PYT/Day PYT/Day Ag/Day PYT/Day Trog/Day Ag/Day Trog/Day Trog/Day Trog/Day Trog/Day Trog/Day Trog/Day Trog/Day Trog/Day Trog/Day	screetion of arrbuvettor ice. The sirrolf kinded off the airport colliding with two forces and finally overturning into a railway cutting. The pilot became load two his failust to employ opper negrigation practices and the raint? overturned during an attempted funding on a ploughed field. An incurrently instituted yet more tube burst during a take off run inducing a ground loop and collapsing the undercarriage. Curing a forced lawring, a side-slipping approach became necessary became the dive brakes failed to operate. The pilot misplaged the properties of the pilot response to the pilot misplaged the pilot season of the other of the pilot season failures. For pilot was forced when the side of the pilot season failures and the pilot season failures to an excussible terrain following engine power failure during a trial intervitional flight. The case of the engine failure has not been determined. The pilot season forced when the was forced to turn in a confined area and in turbulent conditions soon after take-off. The aircraft stalled and shruck the ground. The pilot apparently did not see power transmission lines crossing a guilty at a height of about 100 feet above the ground and the aircraft collided with them during a survey flight and dived into the ground. The aircraft structs the ground, collapsing the undercarriage, during a nattempted forced landing after a loss of power due to feel enhanction which counted which sperings. The pilot is proving producing precurs as after aircraft the engine which had been shirt down, but he aircraft shock the ground outside the aerodisome boundary. The pilot, allow survey interventional producing the counter of the engine which had been shirt down, but he aircraft shock the ground outside the aerodisome boundary. The pilot, allow survey intervention the aircraft for a parry run, the pilot permitted the aircraft shock the ground outside the undercarriage, outside the aerodisome boundary. The pilot, allow survey intervention the aircraft for a parry run, the pilot	Subst. Subst. Subst. Subst. Subst. Dest. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	Restored as VH-LMF.
AVE BSG DUA AMN BIQ SNS? RAE GEO RWD BBX?	Auster Avro Schleicher Cessna (Destavilland) (Destavilland) (Destavilland) (Destavilland) (Destavilland) (Destavilland) (Destavilland) (Destavilland) (Destavilland) (Destavilland) (Destavilland) (Destavilland) (Destavilland)	Voyager J.18 Areson KA23 150 1708 DH-82 DH-82 145 S4 Dragon DH-82 S4 Dragon DH-82 1808 DH-C1 172 1828	25.09.60. 29.09.60. 07.10.60. 08.10.60. 13.10.60. 13.10.60. 13.10.60. 14.11.60. 14.11.60. 17.11.60. 18.11.60. 20.11.60. 24.11.60. 24.11.60. 24.11.60. 24.11.60. 24.11.60.	adjacent to Launceston Airport near Ogmore Moorabbin aerodrome near near adjacent Wedau airstrip near Toongi adjacent Moorabbin Airport near near near near near Richmond aerodrome near Casino aerodrome near near near near near near near nea	Camden Meandarra Romsey Romsey N/W of Dubbo Burren Aunction Clare Goolwa Broken Hill Newcastle 130 k/m NNW Perth nr. Bencubbin	QLD VIC NSW QLD PNG VIC NSW VIC NSW VIC NSW VIC NSW VIC NSW VIC NSW VIC NSW VIC NSW VIC NSW VIC NSW VIC NSW VIC NSW VIC NSW VIC NSW VIC NSW VIC NSW VIC NSW VIC NSW NSW NSW NSW VIC NSW VIC NSW VIC NSW VIC NSW VIC NSW VIC NSW VIC NSW VIC VIC NSW VIC NSW VIC VIC NSW VIC VIC NSW VIC VIC NSW VIC VIC NSW VIC VIC NSW VIC VIC NSW VIC VIC VIC NSW VIC VIC VIC NSW VIC VIC VIC VIC NSW VIC VIC VIC VIC VIC VIC VIC NSW VIC VIC VIC VIC VIC VIC VIC VIC VIC VIC	PYT/Day CHR/Day PYT/Day PYT/Day (Dual) Ag/Day Ag/Day Ag/Day PYT/Day PYT/Day PYT/Day PYT/Day Ag/Day Ag/Day Ag/Day PYT/Day Ag/Day screetion of archivestor ize. The size of a transit bundle off the septor collising with two forces and finally overturning into a railway cutting. The pilot became load to this failub to employ proper negligibility practices and the instruction offerential ordinary of the pilot became load to this failub to employ proper negligibility practices and the instruction of the pilot services of the pilot exists of the pilot services to the bundle of the pilot services of the pilot exists of the pilot exists of the other of the pilot exists of the other of the other of the pilot exists of the other of the other of the pilot exists of the other of the other of the pilot exists of the other of the other of the other of the pilot exists of the other of the other of the other other of the other other of the other	Subst. Subst. Subst. Subst. Subst. Dest. Dest. Subst.	Restored as VH-LMF.	
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AVE BSG DUA AMN BIQ SNS? RAE GEO RWD BBX? SCI	Auster Auro Scheinber Cessna [Destavilland] [Destavilland] [Destavilland] [Destavilland] [Destavilland] [Destavilland] [Destavilland] [Destavilland] Cessna [Destavilland] Cessna [Destavilland] Cessna [Destavilland]	Veyager J.18 Anson KA2B 150 1708 DH-82 DH-82 145 84 Oragon DH-82 3 Model of J STM 1808 DH-62 1808 DH-62 1909 DH-62	25.09.60 29.09.60 07.10.60 08.10.60 13.10.60 18.10.60 12.11.60 12.11.60 14.11.60 14.11.60 15.11.60 16.11.60 17.11.60 24.11.60 24.11.60 24.11.60 24.11.60 24.11.60 24.11.60 26.11.60 26.11.60 26.11.60 27.11.60	adjacent to Launceston Airport near Ogmore Moorabbin aerodrome near near adjacent Wedau airstrip near near Toongi adjacent Moorabbin Airport near near Richmond aerodrome near Casino aerodrome near near Bulahdelah near Cervantes near Cervantes near Cervantes near Cervantes near Cracow	Camden Meandarra Romsey Romsey N/W of Dubbo Burren Aunction Clare Goolwa Broken Hill Newcastle 130 k/m NNW Perth nr. Bencubbin	QLD VIC NSW QLD PNG VIC NSW VIC VIC NSW VIC NSW VIC NSW VIC VIC VIC NSW VIC NSW VIC VIC VIC VIC NSW VIC VIC VIC NSW VIC VIC VIC VIC VIC NSW VIC VIC VIC VIC VIC NSW VIC VIC VIC VIC VIC VIC VIC VIC NSW VIC VIC VIC VIC VIC VIC VIC VIC VIC VIC	PYT/Day CHTR/Day PYT/Day PYT/Day Ag/Day Ag/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day Ag/Day Ag/Day Trag/Day (Solo) AWW/Day AWW/Day AWW/Day AWW/Day AWW/Day AWW/Day AWW/Day AWW/Day AWW/Day Ag/Day Ag/Day Ag/Day Ag/Day	screetion of archivestor ize. The size of a transit bundle off the seport collising with two foreces and finally overturning into a railway cutting. The pilot became load to this failube to employ proper negrigation practices and the instruct overturned during a nat intempted landing on a puzzylend foliation. Jourgal forced instruction that the burst during a task off the institution provided the control of the provided instruction of the pilot instruction. The pilot instruction of the pilot instruction of the pilot instruction of the pilot instruction. Per pilot was forced to land on unsuitable forer instruction of the pilot instruction of the pilot instruction. Per pilot was forced to land on unsuitable forer instructions of the pilot instruction of the pilot instruction. Filot pilot section of the other own was the pilot instruction of the pilot instruction of the pilot instruction. Filot pilot section of the other own was the pilot section of the pilot instruction of the pilot section of the pilot instruction of the pilo	Subst. Subst. Subst. Subst. Subst. Dest. Subst. Dest. Subst.	Restored as VH-LMF.

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GSC	Noorduyn	Norseman	15.12.60.	near Kuli airstrip		PNG	CHTR/Day	The aircraft flew into the side of a mountain ridge probably whilst operating in other than visual flight conditions.	Dest.	
SNI	Auster	UC-64A	20.12.60.	Cairns airport		QLD	Trng/Day	During a crosswind landing , the pilot under instruction failed to correct for drift and at a low altitude the flight instructor attempted to correct	Subst.	
	Austei	Model F	20.12.00.	Cairis airport		QLD	(Dual)	with power and rudder but the aircraft struck the ground, swung and crashed onto its nose.	Juba.	
ВНЈ	Scottish	Twin Pioneer	24.12.60.	Cockatoo Island	near Derby	WA	N/K.	The aircraft was damaged in a Cyclone.	L	
CDO?	Cessna	180	28.12.60.	near Sunbury		VIC	Ag/Day	In the course of landing on an agricultural strip, the pilot lost control of the aircraft after touchdown due to a strong unexpected wind gust. The port undercarriage leg collapsed and the aircraft slewed to the left when the wingtip contacted the ground.	Subst.	
BQO	Percival	Proctor 3	31.12.60.	near	Elizabeth	SA	PVT/Day	During a simulated forced landing approach, the pilot lost control of the aircraft at a low height because of his failure to maintain a safe air-	Dest.	
								speed. The aircraft struck the ground and a fence.		
	[DeHavilland]	DH-82	01.01.61.	Winchester	near Moranbah	QLD	PVT/Day	During an attempted take-off with a tail-high attitude the main wheels broke through the surface and the aircraft overturned.	Subst.	
GHA	R3	Glider	05.01.61.	near Narromine		NSW	PVT/Day	The wing main spar failed in flight due to wing flutter which possibly arose from a combination of abnormally high speed, slackness in the aileron control system and the use of ailerons which were not mass balanced.	Dest.	
BOR?	[DeHavilland]	DH-82	08.01.61.	near	Myrtleford	VIC	Ag/Day	During a landing run on a sub-standard strip the pilot lost directional control and the aircraft collided with a tree.	Subst.	
UTD/2	Bell	47G2	09.01.61.	Spero Range	near Bathurst Harbour	TAS	CHTR/Day	Whilst hovering at a low height, the aircraft rolled to the right and the main rotor struck the ground. The cause of the loss of control could not be determined.	Subst.	
	BG12A	Glider	13.01.61.	near	Waikerie	SA	PVT/Day	in searching for lift areas the pilot allowed himself insufficient height for a safe return to the landing area. The wing tip touched the ground	Subst.	
	Piper	PA-18	17.01.61.	near	Albury	NSW	Ag/Day	in a turn and induced a severe ground loop. Immediately after take-off the undercarriage of the aircraft struck a tree stump covered by mown grass. In the subsequent landing the aircraft	Subst.	
					•			ground-looped causing further damage.		
TTU	Cessna	180 DH-824	21.01.61.	near	Tumut	NSW	Ag/Day	The aircraft stalled and struck the ground when the pilot attempted to turn to maintain terrain clearance in a blind valley. Reported as "DRR" No further details known	Dest.	Pilot: William E. Gill.
BPL	[DeHavilland]	DH-82	28.01.61.	near	Gunbower	VIC	Ag/Day	reported as Use lived in the report of the accordance of the accor	Subst.	
		DH-82	28.01.61.				PVT/Day	run.	Subst.	
	[DeHavilland]	DH-82	28.01.61.	Port Lincoln [aerodrome]		SA	PV1/Day	During a 'crary flying' act the pilot allowed the aircraft to strike the ground too heavily. The starboard undercarriage failed, inducing a ground loop and the aircraft came to rest on its nose.	Subst.	
SSD/2	[DeHavilland]	DH-82	29.01.61.	near	Myrtleford	VIC	Ag/Day	The pilot misjudged the pull-up point to clear a power cable. The undercarriage caught in the cable and the aircraft crashed in a nose-down	Subst.	
SCE	[DeHavilland]	DH-82	31.01.61.	near	Ingham	QLD	Ag/Day	attitude. The pilot was aware of power lines crossing his spraying path and without seeing them he pulled up to avoid them. The aircraft collided with	Subst.	Pilot: AJOHNSTONE.
								the power line, however, and crashed to the ground.		
BWR? BJB	Cessna Avro	172 Cadet	03.02.61.	Hill End Launching Place	near Orange near Warburton	NSW VIC	PVT/Day Ag/Day	The pilot lost directional control whilst landing in cross-wind conditions and the aircraft ran off the strip and collided with a stump. The aircraft collided with a tree during a forced landing approach as a result of the pilots vision becoming impaired by fertiliser dust. The forced	Subst. Subst.	
								landing was necessitated by loss of engine power arising from an ignition fault.		
RV_?	[DeHavilland]	DHC-1	05.02.61.	Moorabbin aerodrome		VIC	PVT/Day	During a forced landing competition, the pilot and safety pilot failed to apply engine power in time to prevent the tail surfaces striking the boundary fence.	Subst.	
RNZ	Cessna	172	06.02.61.	near Broadmeadow	Newcastle	NSW	PVT/Day	When it was found that shortly after take-off that the oil filler access cowl was open the pilot decided to return and land. Because of his	Subst.	Pilot: F.WAIMAN.
RYS	Auster	1.58	08.02.61.	Mount Sanford	on V.R.D.?	NT	PVT/Day	inadequate conversion training the aircraft lost height in the turn collided with trees and fell into a storm water channel. The pilot attempted to take-off downwind from a strip of inadequate length. Whilst endeavouring to clear obstructions at the end of the strip	Dest	
DTS	Auster	1.58	U6.UZ.B1.	mount Sanford	On v.K.D.f	191	rv i/Day	he stalled the aircraft which crashed and overturned.	Jest.	
CDN	Cessna	180	10.02.61.	Manildra	near Cudal	NSW	Ag/Day	An inexperienced pilot failed to realise in sufficient time that the rate of climb was inadequate to clear rising terrain. The starboard wing struck a tree and the aircraft crashed to the ground.	Dest.	
WHL?	Cessna	172	12.02.61.	Betoota	near Birdsville	QLD	PVT/Day	On turning cross-wind after landing, a very strong wind gust overturned the aircraft.	Subst.	
DUB	[CZL]	Aero 145	15.02.61.	Yaringa South Station	via Carnarvon	WA	PVT/Day	During the landing run the pilot was unable to maintain directional control, probably because of the very low level of hydraulic fluid in the	Subst.	
BEK?	Cessna	182?*	17.02.61.	near Braidwood	near Canberra	NSW	Ag/Day*	brake system, and the aircraft ran off the strip and collided with a bush. Contrary to instructions the pilot failed to carry out a ground inspection of a newly prepared agricultural strip. When landing, the starboard	Subst.	
							.,	Contrary to instructions the pilot failed to carry out a ground inspection of a newly prepared agricultural strip. When landing, the starboard wheel struck a large, partly buried rock partially shearing the undercarriage leg. The aircraft subsequently ran off the strip and struck several		
GLH	[DeHavilland]	DH-82	19.02.61.	near Kempton	near Hobart	TAS	Ag/Day	large boulders. A pilot, inexperienced in agricultural operations, allowed the aircraft to stall when attempting to turn away from rising terrain, and it struck	Subst.	
	(*				the ground before recovery could be effected.		
MGD?	Cessna	180	21.02.61.	Withiwine **	**Unknown location	QLD	CHTR/Day	Taking off from a strip of marginal length on which the aircraft accelerated slowly because of a propeller fault, the pilot failed to discontinue the take-off until a stage where he was forced to ground loop the aircraft. It struck a fence and overturned.	Subst.	
ID_?	[DeHavilland]	DHC-2	23.02.61.	Bethunga	Location not found	NSW	Ag./Day	The aircraft was landed on a 'one-way' agricultural strip with a strong downwind component. The pilot applied excessive braking and the	Subst.	
-	[Schneider]	Grunau IV	26.02.61.	Stonefield	North-west of Elizabeth	SA	PVT/Day	aircraft overturned. The pilot misjudged the landing approach and made a final turn into wind at a very low altitude. The lower wing tip struck the ground and the	Subst.	
		Glider						aircraft landed heavily.		
UZH MIS?	Vega Piper	Gull PA-25	26.02.61. 05.03.61.	Yericion (sic) near	[actual Yerecoin-G.G.] Leongatha	WA VIC	PVT/Day Ag/Day	The pilot lost control during landing and the port undercarriage collapsed. The aircraft ran into a deep gully during a forced landing following fuel exhaustion. The pilot did not ensure that an adequate fuel quantity was	Subst. Subst.	
					2000,0000			carried.		
PAU MFA	Piaggio Piper	P-166 PA-20	08.03.61	Mount House Station	Fast of Derby	PNG WA	RPT N/K	LWT between Popendetta and Port Moresby. Found 1st October 1970 Reported - Crashed - "Fuel cock accidentally closed "	Dest.	Pilot: Geoffrey WALLACE
PCK	[DeHavilland]	DH-82	10.03.61.	Daragee	Location not found	QLD	Ag/Day	At the end of a spraying run over undulating terrain, the aircraft collided with a high tension power line and dived to the ground. The pilot had	Subst.	AHSA reports crash date as "11.03.61".
BFR	Stinson	L5	12.03.61.	Flinders Island [aerodrome]	[AHSA = nr. Barcaldine]	TAS	Ag/Day	been previously advised of the existence of the power line but had neglected taking precautions to avoid it. Following a loss of engine power due to carburettor icing, the pilot touched down heavily collapsing the undercarriage. As power had then been	Subst.	
DFK	Scilison	Б	12.03.01.	Filliders Island (aerodronie)		IAS	Ag/Day	regioned a builked landing was executed and the aircraft flown to another aerdorner where further damage was sustained in the subsequent	Subst.	
AVE	Cessna	170(B)?	13.03.61.	Taroom	N/W of Chinchilla	QLD	AWK/Day	landing. During a take-off from a field of inadequate length , a temporary restriction in the throttle linkage was experienced and the undercarriage was	Subst.	
AVE	Cessila					QLD		ourning a factor in noise with on insure place temporary restriction in our entire image; was experienced and are distincted and against a damaged in collection with the upwind face. Further damage occurred in the subsequent landing. The pilot attempted to fly over hilly terrain at a low level and the aircraft encountered severe downdraught. The pilot was forced to attempt		
BUB	[DeHavilland]	DH-82	16.03.61.	Yarloop	North of Bunbury	WA	Ag/Day	The pilot attempted to fly over hilly terrain at a low level and the aircraft encountered severe downdraught. The pilot was forced to attempt a landing on a hillside but the aircraft collided with trees.	Subst.	
ВЈК	[DeHavilland]	DH-82	18.03.61.	near	Barcaldine	QLD	Ag/Day	a landing on a misside but the aircraft collided with trees. The pilot lost control of the aircraft on encountering turbulent conditions shortly after take-off and it collided with trees.	Subst.	
EC_?	Lockheed	L-188A	18.03.61.	Canberra Airport	MOR .	ACT	AWK/Day	The Canberra Times reports: "A QUANTAS(sic) Electra blew both port tyres on landing" [during crew training]	Minor	
FAC	Cessna	150	20.03.61.	near	Wellington	NSW	PVT/Day	Following a low level inspection run of a one-way strip in the normal direction of landing, the aircraft stalled and struck trees during the pilots attempt to outclimb rising terrain.	Subst.	Also reported as "near Narromine"
KLA	[DeHavilland]	DH-82	21.03.61.	Wandoon	near Taroom	QLD	Ag/Day	A pillot inexperienced in agricultural operations was attempting to spray close to trees. For reasons which have not been determined the	Dest.	Pilot: D.MUNRO.
CEA	C.A.C.	CA-28	22.03.61.	near Seymour		VIC	Ag/Day	aircraft struck the ground at a steep angle and was burnt out. Shortly after becoming airborne the aircraft began to bank and turn to the left until the port wingtip contacted the ground and the aircraft	Subst.	Rebuilt as VH-CEX
		["Ceres"]		•				cartwheeled. The cause of the accident could not be determined.		
BIX	Avro	Anson [XIX Srs.2]	22.03.61.	near Lancelin		WA	CHTR/Day	Following a complete loss of starboard engine power probably initiated by the failure of a piston, the pilot was unable to maintain height, and in the subsequent forced landing the aircraft collided with a limestone outcrop.	Subst.	AHSA adds 'Island'
	Piper	PA-22	22.03.61.	Nebo	South-west of Mackay	QLD	PVT/Day	During take-off with an almost empty fuel tank probably selected, engine power failed and the aircraft collided with a boundary fence and	Subst.	
PRX?	Cessna	180	24.03.61.	near	Yea	VIC	Ag/Day	overturned. The pilot lost directional control during a cross-wind landing and the aircraft ground looped, collansing the undercarriage.	Subst.	
CDAL	[DeHavilland]	DH-82	27.03.61.	Big Dog Island	near ???	TAS	PVT/Day	The pilot lost directional control during a cross-wind landing and the aircraft ground looped, collapsing the undercarriage. Whilst taking off from a strip of inadequate width the pilot allowed the aircraft to drift over low scrub in which the undercarriage became	Subst.	
MGD2	Cessna	180	27.03.61.	Oberon	South-east of Bathurst	NSW	Ag/Day	entangled and the aircraft stood on its nose. The pilot maintained a tail-high attitude after landing with a strong tail-wind and the aircraft nosed over.	Subst.	
WIGHT	[DeHavilland]	DH-82	28.03.61.	Clifton	South of Ipswitch	QLD	Ag/Day PVT/Day	The pilot attempted to take -off from a minimum length field which was also wet, and the aircraft collided with the upwind boundary fence.	Subst.	
	[DeHavilland]	DH-82	30.03.61.	Nymagee	West of Trangie	NSW	PVT/Day	During an attempted forced landing following the disconnection of the throttle linkage, the pilot allowed the aircraft to stall and it dived to the	Subst.	
WEB	Ryan	STM-2	06.04.61.	near Taree		NSW	PVT/Day	ground. During a forced landing following a loss of engine power of undetermined origin, the pilot allowed the aircraft to stall and it dived into the	Subst.	Pilot: E.INNES.
PAT		DC-3C	08.04.61.	Berelina				ground.		Pilot: Myles LEWIS. F/O: W.VINK. Hostess: P.GOLLUM. ALL OK.
	Douglas					PNG	CHTR/Day	On becoming aware of smoke issuing from the cargo, the pilot carried out an emergency landing. Immediately after landing an uncontrollable fire developed which probably originated in a consignment of incorrectly packed chemicals	Dest.	. , ,
RSR	[DeHavilland]	DHC-1	10.04.61.	Lake Macquarie	South of Maitland	NSW	Trng/Day Solo	The engine failed in flight due to lack of lubrication and the pilot was forced to ditch the aircraft in a salt water lake.	Dest.	Pilot: K.HAYES.
\vdash	Cessna	310	14.04.61.	Mary Kathleen	West of Cloncurry	QLD	Solo PVT/Day	Whilst engaged in unauthorised low flying, the aircraft collided with power transmission cables which were not seen by the pilot.	Subst.	
BWP	Piper	PA-22	14.04.61.	Eudunda	North-east of Elizabeth	SA	PVT/Day	Whilst flying at low height due to unfavourable weather conditions, the engine lost power and the aircraft overturned in the ensuing forced	Subst.	Pilot: W.DUFFIELD. Pax: P.McBRIDE.
FBF	Wackett	CA-6	16.04.61.	Northampton	North of Geraldton	WA	Ag/Day	landing in excessive crosswind conditions. Upon becoming airborne from a strip of inadequate length, the aircraft's port wing scraped the ground and then struck the upwind boundary	Subst.	Pilot: Bill BOULDEN
		[KSAS KS-3]						fence . The undercarriage collapsed on striking the ground and the aircraft collided with a tree.		
TJF	Piper	PA-18	16.04.61.	near Holbrook		NSW	Ag/Day	At the end of a spraying run the aircraft gained height in a stall type turn. The engine stopped , probably due to insufficient fuel in the selected tank and the aircraft struck the ground in a spin.	Dest.	Pilot: Alan COLES.
WEJ/2	Piper	PA-23	18.04.61.	Tapini airstrip		PNG	CHTR/Day	Probably because the pilot allowed the aircraft to become airborne at too low an airspeed, it sank back onto the ground and ran off the strip	Subst.	Pilot: Hank MONOD. Aircraft on Charter to Papuan Air Transport.
	Piner	PA-22	18.04.61.	Nyngan	near Cobar	NSW	PVT/Day	collapsing the undercarriage. In a crosswind landing the pilot allowed the aircraft to drift off the strip and it overturned after touching down in soft ground.	Subst	
TSD?	[DeHavilland]	DH-82	22.04.61.	Cleve	near Cooar near Whyalla	SA	Ag/Day	When the crankshaft failed, the propeller became detached from the aircraft and, in the subsequent forced landing, the aircraft ran into a	Subst.	
IAD	Cessna	172A	07.05.61.	near Camden		NSW	Trng/Day	shallow ditch and overturned. At a height of 500 feet during a training flight, the aircraft entered a dive and struck the ground at a steep angle. [after striking a tree]	Dest.	Pilot: E.ETHERINGTON.
IAU	cessna	1/2A	07.05.61.	near camden		NSW	Solo	At a height of SUD test during a training flight, the aircraft entered a dive and struck the ground at a steep angle. [after striking a tree] The cause of the accident has not been determined.	Dest.	CONTRACTOR

N433T	Beech	55	12.05.61.	near Longreach	i i	OLD	AWK/Day/Demo	The aircraft crashed durine a demonstration flight to prospective buyers (Somerset Airways), U.S. pilot and five pax. Killed.	Dest.	Pilot: E.BINNING. And four PAX killed.
G?	[Schneider]	"Kookaburra" ES-32 Glider	14.05.61.	Inverell airfield		NSW	Trng/Day Solo	Because two ballast weights were not removed prior to take-off, the pilot had difficulty in controlling the aircraft after releasing the tow.	Subst.	
	Fairchild	Argus	14.05.61.	South Grafton		NSW	Solo PVT/Day	In an attempted landing the aircraft touched down heavily in a nose down attitude. Following a ground run of 800 feet after landing, one undercarriage leg collapsed and the aircraft ground looped. The cause of the undercarriage	Subst.	
	Avro	Cadet		Shelford	North-east of Colac			collapse could not be determined.	Subst.	
	AVIO	Cadet	18.05.61.	Snerrord	North-east of Colac	VIC	Ag/Day	The pilot elected to continue a take-off when his vision was impaired by superphosphate, but the aircraft swung off the strip onto rough ground and the undercarriage collapsed.	Subst.	
BOT	Fletcher	FU-24 "Kangaroo" ES-49	20.05.61. 21.05.61.	Belmont Common	Geelong West of Ipswitch	VIC QLD	Trng/Day	The engine was started accidentally and the aircraft ran 500 yards before crashing into the into the Barwon River. When the trainee pilot was overshooting on the landing approach, the instructor took over the controls and made a 360 degrees turn, but the	Subst.	The aircraft was salvaged and returned to New Zealand.
G_r	[Schneider]	Glider		Cakey	,		Dual	glider then undershot and landed on rough ground short of the landing strip.	Subst.	
	[DeHavilland]	DH-82	23.05.61.	Gunning	West of Goulburn	NSW	Ag/Day	The pilot misjudged the climb over known telephone wires at the end of a spraying run and the aircraft was damaged in the collision with the	Subst.	
TAA	Douglas	DC-4	24.05.61.	Bulwer Island	near Brisbane Airport	QLD	RPT/Night	where the district flew into the ground on the downwind leg of a night circuit probably because the Captain suffered a heart attack and collapsed	Dest.	Pilot: Capt.P.NORRIS. F/O: N.ADAMS. Killed.
	[DeHavilland]	DH-82	30.05.61.	Dreeite	Near Colac	VIC	Ag/Day	in the cockpit in a position which caused a reduction in power on all engines and prevented the First Officer from re-applying power. Following engine power failure arising from a fuel flow restriction the pilot was forced to land amidst rocky outcrops and the undercarriage	Subst.	
	(======,							collapsed.		
BPG?	Cessna	182	10.06.61.	Nardoo [Homestead?]	North of Cunnamulla	QLD	CHTR/Day	The engine backfired during an attempted start and initiated a fire in the carburettor intake box which caused extensive damage to the engine compartment.	Subst.	
PSZ	[DeHavilland]	84	10.06.61.	Lochinvar	near Maitland airport	NSW	PVT/Day	Following an engine power failure arising from fuel exhaustion the pilot landed the aircraft on a downhill slope in a paddock. The aircraft was	Subst.	
-	[DeHavilland]	DH-82	11.06.61.	Willaura	near Hamilton	VIC	PVT/Day	damaged when it ran into a dry creek bed. When the engine was started it developed substantial power probably because the throttle was incorrectly set and the aircraft moved forward	Subst.	
								turned to the left and collided with a tree.		
CPC	[DeHavilland] Dornier	DHC-1 DO-27	16.06.61. 17.06.61.	near Moree near Goroka		NSW PNG	PVT/Day PVT/Day	During a low level aerobatic manoeuvre the pilot lost control of the aircraft and it struck the ground and was burnt out. The pilot attempted to fly over mountainous country without adequate visual reference and the aircraft struck a mountain side probably in a	Dest.	Pilot: Fr. Harry McGEE.
			18 06 61					descent through cloud.		
FLH RM ?	Cessna Vickers	180 Viscount	18.06.61.	Bundaberg [airfield] Brisbane (Eagle Farm) Airport		QLD	PVT/Day RPT/Nite	During the landing roll the pilot failed to correct a swing which developed into a ground loop and the undercarriage collapsed. Canberra Times: "All four tyres on an Ansett -ANA Viscount airliner blew out when the plane landed tonight. The plane was carrying 50 passengers from Sydney	Subst. Minor	
	Douglas	DC-3	20.06.61.	Port Moresby airfield		PNG	RPT	Whilst the aircraft was taxying for take-off the First Officer was instructed to adjust the hydraulic pressure in the undercarriage down lines.	Subst.	
BTV	[DeHavilland]	DH-82	25.06.61.	Katanning	South of Wagin	WA	PVT/Day	He selected the undercarriage up and the port main wheel retracted. After the aircraft bounced during an attempted landing, the pilot over-corrected and the aircraft overturned when the propeller struck the	Subst.	
	(======,							ground.		
SNF	Auster	J.5G	07.07.61.	Collinsville *	near Bowen	QLD	PVT/Day	An engine power loss resulting from a magneto failure shortly after take-off induced the pilot to return to the strip, but in so doing he allowed the aircraft to stall and it struck the ground.	Dest.	Pilot: C.ISBELL. * ASN Database quotes location as "Havilah Station,Queensland."
	Auster	J.5	12.07.61.	Bamana	near ???	QLD	PVT/Day	After landing downwind the pilot applied harsh braking to stop the aircraft within the strip causing it to overturn.	Subst.	2. 1 Jackson 1 and
DAQ	[DeHavilland] [DeHavilland]	DHC-1 DH-82	15.07.61. 16.07.61.	near Broken Hill Merredin	East of Northam	NSW WA	PVT/Day Ag/Day	During unauthorised low flying an inexperienced private pilot failed to observe a tree which was struck by the port wing of the aircraft. After take-off the pilot turned to avoid flying over horses on the airstrip and the aircraft assumed a flight path which made collision with a	Subst. Subst.	
-244	,	02						fence and trees inevitable.		
PAV?	Cessna	180	17.07.61.	Mansfield	South of Benalla	VIC	Ag/Day	The pilot in attempting to land short on a strip of inadequate length, misjudged his height and the aircraft collided with the downwind boundary fence.	1	
IN_?	Bell	47J	18.07.61.	Cudgewa	East of Albury	VIC	CHTR/Day	Following an engine power failure arising from a magneto fault, the pilot misjudged an autorotative descent into a suitable landing area and	Subst.	
\vdash	[DeHavilland]	DH-82	27.07.61.	near Camden		NSW	Ag/Day	the aircraft struck the ground heavily. While making a simulated low level spraying flight over undulating terrain, the pilot was unable to prevent a loss of height due to turbulence	Subst.	1
KIH	Cessna	180A	28.07.61.	Orange airfield		NSW	Ag/Ferry	and the aircraft collided with power lines. The aircraft ground looped on landing after a Ferry flight from Bathurst.	Codesa	
KIH	Cessna	18UA	28.07.61.	-		NSW	Ag/Ferry		Subst.	
MSS/2	Yeoman	YA-1	28.07.61.	near Deniliquin		NSW	Ag/Day	The pilot lost control of the aircraft at a low altitude following loss of engine power which probably arose from fuel mismanagement. The aircraft stalled, crashed to ht aground in a near vertical attitude and was burnt out.	Dest.	Pilot: Ralph DENNIS
	Auster	J.18	12.08.61.	Cape Moreton	Moreton Id. North of BNE	QLD	PVT/Day	Whilst taxying after landing on a beach, the aircraft entered a soft patch in which it overturned.	Subst.	
SBQ	[DeHavilland]	DHC-3	14.08.61.	near Samarai		PNG	RPT	The engine lost power due to a cylinder failure and the pilot made a safe emergency landing on the sea. The aircraft subsequently drifted onto rocks and was destroyed.	Dest.	Pilot: Brian BADGER.
PRV	Avro	Cadet	21.08.61.	near Cobden		VIC	Ag/Day	After en engine power failure of undetermined origin , the aircraft struck the ground and was burnt out when the pilot attempted to turn to	Dest.	Pilot: J.TALAR. Suffered minor injuries.
WFR	[Della illand]	DH-82	26.08.61.	Euramo	near Tully	OLD	PVT/Day	avoid rising ground. For reasons which have not been determined, the aircraft failed to recover from a spin deliberately initiated by the pilot.	Subst	Dilata A IACO Day of CANDAL ANCA connects couch date as "20 00 C4 "
	Piaggio	P-166	30.08.61.	Bereina		PNG	RPT/Day	The pilot neglected to properly follow the pre-landing drill and landed the aircraft with the undercarriage retracted.	Subst.	i aut. Purious, i assistanti in Prima reporta di ani date da 20.0002.
KAG	Auster	J.5	30.08.61.	Ungarie	South of Condobolin	NSW	CHTR	For reasons which have not been determined, the pilot failed to avoid power lines whilst engaged on unauthorised low flying.	Dest.	Date also reported as 31.08.61. (J.S.) Pilot: J.LEWIS and 3 pax killed.
UVV	[DeHavilland]	87	01.09.61.	Lightning Ridge		NSW	PVT/Day	During an attempted precautionary landing on a country roadway in conditions of failing light, the wingtip struck a post causing the aircraft to swing into a ditch and the undercarriage to collapse.	Subst.	
ETC	Piper	Comanche 180	02.09.61.	Einasleigh airstrip		QLD	N/K	Reported: "Suffered minor undercarriage damage when it struck a stray goat on landing."	Minor	
MOR	[DeHavilland]	DHC-1	03.09.61.	8 n.m. from Traralgon		VIC	Trng/Day Dual	During a dual training flight for the purposes of spinning instruction, the aircraft struck the ground in a spin to the right. The cause of the aircrafts failure to recover from the spin was not determined.	Dest.	Pilot: J.LEES (student) killed. Instructor seriously injured.
INQ	Bristol	Sycamore [Mk 3A]	04.09.61.	Glengyle Homestead	North of Birdsville	QLD	Trng/Day	For reasons which have not been determined a heavy landing occurred at the completion of a re-familiarisation circuit. There was a structural	Subst.	
RVX	[DeHavilland]	DHC-1	06.09.61.	Ferntree Gully	near Moorabbin	VIC	Solo Trng/Day	failure of the tail boom and the helicopter overturned. It is probable that the pilot misjudged the approach during an attempted forced landing and the aircraft struck the ground whilst turning.	Dest.	Pilot: Capt.H.CRESSWELL. Killed.
							Solo N/K	The reason for the forced landing could not be determined.		
KV_f	[DeHavilland]	DH-82	19.09.61.	near Mannibadar/Linton near Cowra	25 nm S. Ballarat	NSW	Ag/Day	The arcrait rotroe annoe due to approaching darkness and overran on wet grass, willow damage. Whilst spraying an area not be reviewed by the pilot falled to see and avoid power lines. A wire broke at the end of it's span and caught	Subst.	was Nniii for Ballarat owned by KVAC.
VC02	Auster	1.58	22.09.61.	Port Macquarie [airfield]		NSW	PVT/Day	up in the wing, causing loss of control during an attempt to land. After landing, the pilot did not adequately observe his taxi path and the aircraft collided with a parked tractor and roller.	Cubes	
FRC	Percival	Proctor	24.09.61.	Parafield [aerodrome]		SA	PVT/Day	The pilot allowed the aircraft to stall after bouncing in an attempted landing. The wing dropped and the aircraft cartwheeled.	Subst.	
	Piper Auster	PA-22 J.5G	26.09.61.	near Quilpie Oberon	South-west of Lithgow	QLD NSW	PVT/Day PVT/Day	The pilot overshot during an attempt to land on a road and the aircraft struck a tree and stood on it's nose. The pilot applied harsh braking during the final stage of a down wind landing causing the aircraft to nose over.	Subst. Subst.	
PXA	[CZL]	Aero 45	30.09.61.	Bankstown [aerodrome]	300th-West of Edigow	NSW	PVT/Day	During the landing roll the port brake became jammed in the "on" position because of an oil-soaked lining, and when starboard brake was	Subst.	
AGI	[Dationilland]	Decemb	01.10.61.	Batemans Bay		NSW	222	applied in an attempt to maintain directional control, the aircraft nosed over. Reported damaged on this day. "Structural failure due to turbulence, forced landed and later written off."	1	ļ
AGI	[DeHavilland]	Dragon DH-82	01.10.61. 12.10.61.	Batemans Bay near Cressy	30 nm North Colac	VIC	??? Ag/Day	During a low level run before landing, the pilot did not observe a power line of which he had been informed before take-off. The aircraft	Subst.	
CYR	Auster	1.4	12.10.61.	near Mulwala		NSW	PVT/Day	collided with the power line and struck the ground. After making a landing approach engine power was applied, probably for the purposes of going around and, for reasons which have not been	Dest.	Pilot: H.B. RAPS.
							, ,	determined , the aircraft then crashed to the ground and was burnt out.		e man, etable rever de
AYV	Percival	Proctor 1	15.10.61. 17.10.61.	Off Mornington	leave to the	VIC	PVT/Day	Whilst attempting an aerobatic manoeuvre at a low altitude, the pilot lost control of the aircraft and it dived into the sea.	Dest.	Operated by Ansett-MAL Pilot: S.G. MANGANO killed.
BVB	Cessna	1708		near Simbai	[near Lae]	PNG	CHTR/Day	The pilot with little experience on the route endeavoured to fly over rising terrain at low altitude. The aircraft's performance was inadequate and it collided with trees and was burnt out.	Dest.	Operated by Adsett-MAL. Pilot: S.G. MANGANO killed.
RHZ	[DeHavilland] Cessna	DH-82 150A	18.10.61. 19.10.61.	Mount Hope Lake Eyre	near Millicent	SA SA	Ag/Day PVT/Day	The pilot mistook the direction of take-off due to undulating ground and the aircraft overturned after striking a fence. Upon encountering a dust storm in a remote area the pilot decided to land and wait until the visibility improved. The surface of the dry	Subst. Subst.	
	cessña				near fff			salt lake selected for the landing proved to be soft and the aircraft overturned shortly after touchdown.		
ATF BOG	[DeHavilland]	DH-82 EP.9	21.10.61.	Clifton	near Ipswich	QLD	Ag/Day	During an agricultural operation, the pilot misjudged a turn away from a windmill which the aircraft struck and dived to the ground.	Dest.	Date also reported as 22.10.61. (A.H.S.A.) Pilot: R.RILEY.
ROG	Percival	EP.9	23.10.61.	near Quirindi		QLD	Ag/Day	The pilot overshot during an approach to land and the aircraft overturned when harsh brake was applied to stop it in the limited landing area remaining.	Subst.	
PEB	Piper	PA-25/150	26.10.61.	Tanjil Bren	North of Latrobe Valley	VIC	PVT/Day	The pilot flew the aircraft into unfavourable weather and, when severe icing conditions were encountered, he attempted a controlled	Subst.	Pilot: B.BUCKLEY. [Aircraft later recovered and rebuilt as VH-SFG.]
\vdash	[DeHavilland]	DH-82	27.10.61.	near Esperance		WA	Ag/Day	descent through cloud and the aircraft struck trees on a mountain ridge. The pilot misjudged the height of the aircraft and allowed the wheels to enter the crop causing the aircraft to overturn.	Subst.	
RHB?	Cessna	172	30.10.61.	near Bunyip		VIC	PVT/Day	The pilot attempted to land the aircraft in a field which was inadequate in length and, soon after touch down, he decided to go around.	Subst.	
\vdash	[DeHavilland]	DH-82	13.11.61.	near Oberon		NSW	Ag/Day	The aircraft collided with a telephone pole near the upwind boundary fence. The aircraft flew through the top of a dead tree which the pilot did not see but had noted in an earlier inspection of the area. Further damage	Subst.	1
AN 2	Davielas	DC-3	15.11.61.	Ceduna [airstrip]		EA.	RPT/Day	occurred in the forced landing which became immediately necessary.	Subst.	
AN_r	Douglas			1 11		SA		The pilot attempted to take off on a runway with excessive crosswind component. He temporarily lost control of the aircraft and in the recovery the propellers struck the ground causing major damage to the starboard engine.		
RDF?	Cessna	172 [B]	19.11.61.	Kondinin [airstrip]	North-east of Narrogin	WA	PVT/Day	During take-off the port undercarriage assembly was knocked off by contact with a concrete block which blended with natural grasses. The aircraft suffered further damage during the subsequent landing.	Subst.	
\vdash	[DeHavilland]	DH-82	22.11.61.	near Rosedale	near Maffra	VIC	Ag/Day	In order to avoid a flock of birds ahead, the pilot commenced a skidding turn at low level and the aircraft struck a fence. During a subsequent	Subst.	1
			25.11.61.	Gawler		SA	PVT/Day	landing the undercarriage collapsed and the aircraft overturned. Following a winch failure the pilot decided to land straight ahead, placed the aircraft in a steep nose down attitude and opened the dive brakes	Subst	
 	Glider		23.11.01.	Gawiei		34	FV I/ Day	An attempt was made to level the aircraft but it landed heavily on it's nose and wheel.	Subst.	
	Glider	KA-6						the contract of the contract o		
FBD	Glider Wackett	KS-3(CA-6)	27.11.61.	near Borden	near Double and	WA	Ag/Day Ag/Day	Reported damaged on this day. "Crashed on landing when a binding brake lining caused the aircraft to ground loop. Nurse a representation must be affected in the land of the	Subst.	Pilot: John GRUMMELS unhurt
ВЈВ	Wackett [DeHavilland] Avro	KS-3(CA-6) DH-82 Cadet	28.11.61. 28.11.61.	Broadwater Woorndoo	near Portland near Hamilton	VIC	Ag/Day Ag/Day	During a spraying run the pilot misjudged his height and the wheels entered the crop causing the aircraft to overturn. During a spraying run the pilot misjudged his height and the wheels entered the crop causing the aircraft to overturn.	Subst. Subst. Subst.	Pilot: John GRUMMELS unhurt Pilot: J.TALER minor injuries. Aircraft SOR.
	Wackett [DeHavilland]	KS-3(CA-6) DH-82 Cadet Viscount	28.11.61.	Broadwater		VIC	Ag/Day	Ouring a spraying run the pilot misjudged his height and the wheels entered the crop causing the aircraft to overturn. During a spraying run the pilot misjudged his height and the wheels entered the crop causing the aircraft to overturn. Probably because of extreme trubulence, control of the aircraft was tots and the standard wing sudsequently failed because of an overload		
ВЈВ	Wackett [DeHavilland] Avro	KS-3(CA-6) DH-82 Cadet	28.11.61. 28.11.61.	Broadwater Woorndoo	near Hamilton	VIC	Ag/Day Ag/Day	During a spraying run the pilot misjudged his height and the wheels entered the crop causing the aircraft to overturn. During a spraying run the pilot misjudged his height and the wheels entered the crop causing the aircraft to overturn.	Subst.	

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ATR	[DeHavilland]	DH-82	01.12.61.	Lake Bolac	[Stavely = A.H.S.A.]	VIC	Ag/Day	During a spray run in turbulent conditions, the wheels of the aircraft entered the crop and the aircraft overturned.	Subst.	
SBS	[DeHavilland]	DHC-3	02.12.61.	Togoba		PNG	CHTR/Day	For reasons which have not been determined, there was a substantial loss of engine power as the aircraft approached a ridge, and in turning away toward lower ground the aircraft struck a tree, crashed inverted and burnt.	Dest.	Pilot:Brian BADGER and First Officer Rinus ZUYDAM killed.
DAY	[DeHavilland]	DH 93	03.12.61.	none Commodish	anne Mamilton	Vac.	An/Day		Cultura	
RAX	(Denavilland)	DH-82	U3.12.61.	near Cavendish	near Hamilton	VIC	Ag/Day	When the pilot attempted to take-off from a strip of inadequate length and surface condition, the aircraft collided with the upwind boundary fence.	Subst.	
AME	Cessna	180	05.12.61.	near	Launceston	TAS	Ag/Day	A person acting as a marker moved behind a rise where he could not see the aircraft or be seen by the pilot. He was struck by the aircraft	Mil	
Airic	CCAMIN	100	03.12.01.	TICE!	Eddince stori	120	Agrouy.	A person being a strained market market being as a pray run.		
KCK	Auster	J.SR	07.12.61.	Booligal	near Hay	NSW	PVT/Day	arrangy and in come of the control of the page your arrange and the control of th	Dest.	
RNF	[DeHavilland]	DHC-1	08.12.61.	Rutherford	[West Maitland?]	NSW	PVT/Day	During an attempted take-off from a strip of inadequate length , the aircraft struck the upwind boundary fence.	Subst.	Date also reported as 09.12.61. [J.S.]
RVG	[DeHavilland]	DHC-1	10.12.61.	near Scoresby	Moorabbin	VIC	PVT/Day	Inadequate overhaul practices led to a propeller blade failure in flight which induced separation of the engine from the airframe and further	Subst.	
								damage in the subsequent forced landing.		
ABP	Auster	J.1B	16.12.61.	Marilla Station	via Carnarvon	WA	CHTR/Day	It is probable that the pilot lost control of the aircraft during an attempted forced landing following the failure of the starboard wing	Dest.	** ASN database reports location as "Near Giralia Station" [!!]
								structure of undetermined origin.		DCA report has a typo - 'Marilia'. Confirmed as Marilla by Geoff Goodall
AAH	Bristol	170	18.12.61.	near Albion Park	near Newcastle	NSW	CHTR/Day	Although the starboard propeller was unfeathered following an engine failure simulation exercise, power was not regained and height could	Dest.	J.S. Account mismatch. States aircraft was on a charter from Sydney to Launceston
								not be maintained. The aircraft collided with trees during an attempt to reach a suitable landing area.		when both engines failed about 30 mins. after departure.] ??
CXH	Cropmaster	YA-1	21.12.61.	near Katoomba	West of Sydney	NSW	Ag/Day	Following a loss of engine power of undetermined origin, the pilot attempted a forced landing during which the aircraft struck power lines	Dest.	
								dived into a rocky gorge and was burnt out.	-	
CWL	Cessna	182A	24.12.61.	Mary Kathleen	near Cloncurry	QLD	PVT/Day	Shortly after a baulked approach was initiated , the pilot commenced a banked turn in which the lower wing struck the ground and the aircraft cartubahade.	Dest.	
-	Kingfisher	ES.57	25.12.61.	Nyngan	near Cobar	NSW	PVT/Day	When approaching to land the pilot lost control at about 100 feet for reasons which have not been determined. The glider struck the ground	Dest	
	KIIGITATICI	13.37	23.12.01.	1171.6011	near coour	11311	1 v 1/ Duy	in a spin.	Dest.	
	[DeHavilland]	DH-82	27.12.61.	near Yass		NSW	Ag/Day	The pilot, inexperienced in agricultural operations, misjudged the position of a known power line. The aircraft struck the power line and	Subst.	
								crashed nose down.		
TV_?	Vickers	Viscount	28.12.61.	Adelaide airport		SA	RPT	Canberra Times report: "The aircraft was forced to return to Adelaide shortly after departing for Melbourne with braking problems. Landed safely."	Nil	
SCD	DeHavilland.	DH-82	06.01.62.	n/k	n/k	n/k	n/k	Reported as "DBF in Queensland" - No Details Known.	Dest.	
BEC	C.A.C.	Wackett	14.01.62.	200 n/m. W of Oodnadatta	Oodnadatta	SA	PVT	LWT between Ceduna and Cook, SA. Located 28.03.65. by an ADASTRA Lockheed Hudson, VH-AGE while on survey.	Nil	Location also reported as 200 nm N. of Cook and 60 nm from Everard Park Homestead.
KSE	Auster	1.5	14.01.62.	Wetherby Station	near ???	QLD	PVT/Day	During a landing approach, an elevator cable turnbuckle became detached from the bellcrank because of the absence of a locking wire. The pilot maintained limited control with trim and power but landed heavily and the aircraft overturned.	Subst.	
RJT	Piper	PA-24	15.01.61.	Toowoomba aerodrome		010	n er in	The pilot maintained aimited control with trim and power but landed neavily and the aircraft overturned.	Subst.	
KUT	Piper	PA-24	15.01.61.	roowoomba aeroprome		QLD	PVT/Day	The engine failed shortly after take-off and the aircraft passed through two fences in the ensuing wheels up landing. The engine failure was probably due to the selection of an empty fuel tank.	subst.	
UEC/2	[DeHayilland]	DH-82	15.01.62.	Colac aerodrome		VIC	PVT/Day	proudury due to the selection or an empty free tains. The pilot attempted to fly beginning a go-around and the aircraft collided with two fences and overturned.	Subst.	<u> </u>
DHA	Beech	95	17,01.62	Bankstown aerodrome		NSW	n/k	The nosewheel collapsed on landing. [6,6, info]	Subst.	
-//-	Auster	J.5G	18.01.62.	Glenroy	S/E of Adelaide	SA	PVT/Day	When the aircraft was moving at a slow specific during the ground run after landing, it became airborne again in a severe wind gust then dived	Subst.	
		1		•				to the ground and overturned.	1	
	[DeHavilland]	DH-82	18.01.62.	near Ayr		QLD	Ag/Day	The aircraft struck a power cable and crashed nose down. The existance of the cable was known to the pilot but it's position was misjudged.	Subst.	
BPX	DeHavilland.	DH-82	24.01.62.	near	Innisfail	QLD	n/k	Reported "Crashed" - no further details known. [G.G. info]		
WGS	Cessna	180C	25.01.62.	near Hay		NSW	Ag/Day	During a turn at low altitude the aircraft stalled, collided with a tree and crashed to the ground.	Dest.	
FJW	Cessna	210	03.02.62.	near Glenlyon	near Ballarat	VIC	PVT/Day	During a forced landing the pilot was distracted by power lines, misjudged the approach and the aircraft collided with three fences. The forced	Subst.	
\perp		1						landing was due to loss of power arising from an ignition defect.	1	
AWH	Cessna	210	05.02.62.	Kamileroi homestead	93 n/m. North Mount Isa	QLD	CHTR/Day	Structural failure and separation of the starbord wing in flight caused the aircraft to crash to the ground and burn. The structural failure was	Dest.	
L	pr.	g	00.00			0	4-1-	probably due to coarse aileron deflection at high speed thus causing torsional overloading of the wing.		ļ
PAF	Piper	PA-25	06.02.62.	near Innisfail		QLD	Ag/Day	When levelling out at the commencement of the first spraying run, the pilot opened the throttle but the engine failed to respond and the aircraft crash landed in a cane field and caught fire. The power failure was probably due to carburettor icing.	Dest.	
AOW	15-11-21	DH-82	06.02.62.	near Burren Junction	Narrabri	NSW	4 - (0	During a travel flight and for reasons which could not be determined the aircraft dived into the ground and was destroyed.	Dest.	District Addition Division in the Control of the Co
KIH	Cessna	180A	08.02.62	Jeramungup	N/W of Albany	WΔ	Ag/Day Ag/Day	During a traver ringin; and for reasons which could not be determined the aircraft dived into the ground and was destroyed. The pilot failed to correct a swing during a take-off in crosswind conditions and the aircraft collided with a fence.	Subst	PIOC: MBI HAKUY
TSC	(Dettavilland)	18UA DH-82	14.02.62.	near Mingenew	S/E Geraldton	WA	AWK/Other	The prior failed to correct a swing during a take-ort in crosswing conditions and the aircraft collede with a tence. The prior failed to correct a swing during a take-ort in crosswing conditions and the aircraft collede with a tence.	Dest.	
130	(Denavillatio)	DITTOZ	14.02.02.	near wingenew	S/E Geraldton	WA	AWK/Other	The propeller became detached during flight due to inadequate tightening of the hub bolts, and in the ensuing forced landing on unfavourable terrain the aircraft overturned and was destroyed by fire.	Dest.	
TSB?	Cessna	180	16.02.62.	Tumbarumba	S/E Wagga	NSW	Ag/Day	During an attempted take-off the aircraft struck rocks which destroyed the port undercarriage and caused the aircraft to skid to a halt.	Subst.	
					.,			During an attempted take-off the aircraft struck rocks which destroyed the port undercarriage and caused the aircraft to skid to a halt. The pilot misjudged his distance from the rocks.		
AAP	[DeHavilland]	DHC-2	21.02.62.	Woolbrook	S/W Armidale	NSW	Ag/Day	The aircraft stalled in a turn at a height too low to permit recovery before striking the ground.	Dest.	
RCT	Auster	Mk.6A	25.02.62.	Pyengana	E of Georgetown	TAS	PVT/Day	During a low level survey of a proposed landing area, the pilot allowed the wheels of the aircraft to contact the ground resulting in a loss of	Subst.	"Ex A11-201." [G.G. info]
								flying speed. The aircraft struck a fence, ran into soft ground and overturned.		
RVA?	Piper	PA-22	25.02.62.	near Moorabbin		VIC	PVT/Day	The engine failed to develop power when the throttle was opened at the conclusion of a simulated forced landing and the aircraft collided	Subst.	VH-RVA R.C. to VH-WEL 13.04.62.
				[Southern Training Area]				with two fences and overturned. The cause of the power failure was not determined.		
THT	[DeHavilland]	94 Moth Minor	25.02.62.	near Busselton	S of Perth	WA	PVT/Day	During a forced landing in a field of insufficient length the aircraft collided with a fence. A piston failure was the cause of the loss of power.	Subst.	
-	Cessna	Moth Minor 180	26.02.62.	Rockley	S of Bathurst	NSW	Ag/Day	The pilot was forced to avoid a horse which had moved onto the take-off path and in doing so the aircraft became prematurely airborne.	Cultura	
	Cessna	180	26.02.62.	Kookiey	S or Bathurst	NSW	Ag/Day	ine pilor was forced to avoid a noise writing has moved onto the taxe-ori path and in doing so the aircraft became prematurery aircorne. It then stalled and struck the ground causing the undercarriage to collapse.	Subst.	
FAS	Deldavilland	DH-92	01.02.62	near	Gunnadah	NSW	An/Day	n vien same und struck rite ground easing mit arriver timinge of compact. Panorted "Carphad" on further datable known [CC Info]	+	
SNP?	[DeHavilland]	DH-82	02.03.62.	Auckland Downs	near Home Hill???	QLD	PVT/Day	During take-off the starboard tyre blew out when it struck a sharp stone on the surface of the aircraft overturned during the	Subst.	
					E of Mt.Isa			subsequent landing.		
SCF	[DeHavilland]	DH-82	03.03.62.	Hawkins Creek	Ingham	QLD	Ag/Day	Whilst spraying a cane field the aircraft collided with power lines, the existence of which was known to the pilot and the aircraft crashed to	Subst.	
								the ground in a nose down attitude.		
BXZ	[DeHavilland]	DH-82	04.03.62.	near Casino		NSW	Ag/Day	The aircraft entered a spin and struck the ground after the engine failed during a crosswind climb after take-off. The cause of the power failure	Dest.	
								was not determined.		
BPN	Cessna	180	05.03.62.	near Cowra		NSW	Ag/Day	The pilot continued with a take-off after veering off the strip, and in attempting to avoid a tree, the aircraft stalled at a low height and burned.	Dest.	Pilot: Graham HYLAND
TPZ?	Cessna	172	08.03.62.	Townsville [aerodrome]		QLD	Trng/Day Solo	After touchdown, the inexperienced pilot was unable to maintain directional control and the aircraft ran into a swamp and overturned.	Subst.	
\vdash	Kingfisher	ES.57	11.03.62.	Murmungee	S of Albury	VIC	PVT/Day	During an approach to land, the pilot allowed the glider to stall in the final turn. The wingtip struck the ground and allowed the glider to skid	Subst	†
	ningii SHEI	Glider	11.03.02.	ungee	3 or Albury	***	· · · / Day	During an approach to land, the plack allowed the gluder to stall in the final turn. The wingsip struck the ground and allowed the glider to skid into a fence.	Junit.	1
ALM	Auster	J.1	13.03.62.	Waihora	near Eulo	QLD	PVT/Day	The engine failed soon after take-off and the aircraft struck a tree during the forced landing. The pilot had neglected to remove a rag which	Subst.	
								had been placed over the airscoop.		<u> </u>
BEK	DeHavilland.	DH-82	22.03.62.	near	Proserpine	QLD	N/K	Reported "Crashed and Burned" - no further details known. [G.G. info]	Dest.	
KLR	Piper	PA-25	23.03.62.	Jimbour	near Dalby	QLD	Ag/Day	During a climb after the first spray run the aircraft struck a power cable and then dived into the ground inverted. The pilot failed to adequately	Subst.	
		1			[DCA]			inspect the area prior to spraying operations.	1	
\vdash	Cessna	180 180	31.03.62. 02.04.62.	Leadville	N of Mudgee N of Mudgee	NSW NSW	Ag/Day	During the take-off run the port gear collapsed due to metal fatigue and the aircraft ground looped before coming to rest.	Subst. Subst.	
1000000	Cessna			Leadville			Ag/Day	During the take-off the pilot failed to correct a swing to port, the aircraft ground looped and the starboard undercarriage collapsed.	Subst.	ļ
WFC/2	(DeHavilland)	DHC-1	07.04.62.	near	Wagga	NSW	Trng/Day (Dual)	Whilst instructing the student in forced landings after take-off, the flight instructor failed to observe a tree in time to take avoiding action. The aircraft struck the tree and crashed to the ground.	Dest.	1
ACU	Reach	E-17D	08.04.62	Port Morarby sarodroms		PNG	N/V	THE WILLIAM STOCK THE VIEW WILLIAM WILL STUDIES. PROPORTIES SHOWN OF TRANSPORT OF 186-06 If on Internation of Stanford Wing damped No injuries " IG Goodall info!	Minor	†
SMT	Cessna	180	11,04.62	into the sea ?	Btwn.Sydney and Coffs	NSW	PVT/Day	Lost Without Trace between Sydney and Coffs Harbour.	Dest	Pilot: Nick TOOHEY, Was Bankstown for Coffs Harhour
BOG	Percival	EP.9	11.04.62.	near Glen Innes	yanayanay	NSW	Ag/Day	LOSS WINDOW TRACE DESCRIPTION STATE OF THE PROPERTY OF THE PRO	Dest.	Date also reported as "10.04.62."
-50							0, 504	The aircrast resident to the bank of a creek after one place of it's wooden property had raised in right and it's engine had been to in 1 on it's mountings.		
G-ARUK	C.A.C.	CA-18	12.04.62.	Kallista	N/E of Moorabbin	VIC	PVT/Day	Loss of control in IMC. Aircraft dived into the ground near Kallista and was destroyed. Pilot was racing driver Ron Flockhart.	Dest.	[Formerly A68-173 / VH-UWB].
	Fokker	F-27	13.04.62.	Brisbane Airport		QLD	RPT/	A ground attendant received serious injuries when he walked into a revolving propeller after the engine had been shut down.	Nil	
DBI	[DeHavilland]	DHC-1	15.04.62.	near Armidale		NSW	Trng/Day (Dual)	Whilst attempting an aerobatic manoeuvre at a low level the aircraft stalled , dived to the ground and burnt.	Dest.	
							(Dual)			
\Box	Cessna	180	16.04.62.	Murrurundi	S of Tamworth	NSW	Ag/Day	The starboard undercarriage was torn off in rough ground and the aircraft overturned when the pilot lost directional control during a take-off.	Subst.	
	[DeHavilland]	DH-82	17.04.62.	Aberdeen	N/W Singleton	NSW	Ag/Day	The pilot failed to familiarise himself with the conditions of the strip surface and during the take-off the aircraft encountered rough ground	Subst.	
0.3	Charabas II	Clides	21.04.62.	Maileois seredromo		CA.	DL/T/Day	and overturned.	Subst.	
6_/	Cherokee II	Glider	21.04.62.	Waikerie aerodrome		SA	PVT/Day	The launch cable failed to release in a winch launch because of non-standard release fittings. The cable was cut at the winch end but it snagged in scrub and caused the glider to enter a spin from which it was recovering when it struck the ground.	subst.	1
1	Cessna	180	24.04.62.	near Blayney	S of Orange	NSW	Ag/Day	snagges in scrup and caused the gluder to enter a spin from winton it was recovering when it struck the ground. During take- off with an excessive tailwind the aircraft struck a ridge and both undercarriage legs and the tailwheel were detached.	Subst	
1 1		100					0, 504	The aircraft became airborne and was flown to it's base where further damage occurred in the emergency landing.		1
CDD	Cessna	180	26.04.62.	near Goulburn		NSW	Ag/Day	The aircraft failed to climb away after becoming airborne, struck obstacles and was damaged while stopping in rough terrain. The pilot had	Subst.	
1 1								neglected to allow for increasing tail wind and air temperature conditions by reducing the load carried.	1	1
WWC	Consolidated.	PBY-SA	26.04.62.	Daru		PNG	RPT/Day	Whilst alighting during gusty crosswind conditions a wave submerged the port wingtip and the aircraft swung violently. The hull was damaged	Dest.	Pilot: Terry BLYTH.
L		<u></u>						and the aircraft sank.		<u> </u>
RMK	Vickers	812	13.05.62.	Sydney airport		NSW	RPT/	"Damaged when it overshot the runway on landing in heavy rain." ["Over-ran into a sandy area at the end of the runway".]	Subst.	Aircraft was on an RPT service from Adelaide. (Canberra Times).
	Fairchild	Argus	19.05.62.	near	Darwin	NT	PVT/Day	The aircraft overturned during a forced landing on boggy ground necessitated by engine power failure . The reason for the power failure was	Subst.	Also reported as VH-UEU.
UEL								not determined.		Į
UEL			24.05.62.	Parafield [aerodrome]		SA SA	N/A PVT/day	AHSA Reports : "Torn from it's moorings during a windstorm and severely damaged."	1	
RDA	Cessna	1728						Whilst landing in strong crosswind conditions, the aircraft ground looped and the starboard undercarriage leg collapsed.	Subst.	1
RDA	Cessna Cessna	180	02.06.62.	Andamooka [aerodrome]	A4 CE-1-2					Diet Base McCOOK billed One By Lytherne Michael Andrew
RDA AMQ	Cessna	172B 180 DO-27		Andamooka [aerodrome] Chuave	Mt.Elimbari	PNG	PVT/Day	The pilot allowed the selected fuel tank to become exhausted in flight and the engine power could not be restored. The aircraft collided with t	Subst.	Pilot: Bryan McCOOK killed. Ops. By Lutheran Mission Aviation Service.
RDA AMQ	Cessna Cessna Dornier	180 DO-27	02.06.62. 12.06.62.	Chuave	Mt.Elimbari	PNG	PVT/Day	The pilot allowed the selected fuel tank to become exhausted in flight and the engine power could not be restored. The aircraft collided with t trees in the ensuing forced landing on a hillside.	Subst.	
RDA	Cessna Cessna	180	02.06.62.		Mt.Elimbari Mangoola ???		PVT/Day AWK/Other	The pilot allowed the selected fuel tank to become exhausted in flight and the engine power could not be restored. The aircraft collided with t		Pilot: Bryan McCOOK killed. Ops. By Lutheran Mission Aviation Service. 5/W of Muswellbrook. Pilot: M.Parker and pax T.Torma injured.

	i			i	i			terrain with the landing gear retracted.		1
BRI	Consolidated.	PBY-5A	08.07.62.	off Hayman Island		QLD	N/A	The aircraft sank at it's moorings.	1	
RGZ	Cessna	175[A]	17.07.62.	Lockhart	W of Wagga Wagga	NSW	CHTR/Day	During a landing approach the aircraft collided with a power cable and crashed to the ground in an inverted position. The pilot had failed to observe the power cable when he previously inspected the field in a flight over it at low level.	Subst.	S.O.R. 17.07.62. On charter flight from Melbourne, Pilot.: R.Mansbridge and two pax injured.
ВТР	DeHavilland.	DH-82	20.07.62.	Carnamah		WA		Observe the power varie when storm "Story stoff Register in Big 1 and 1	Subst.	G.Goodall info.
G_?	??	Glider 175C	21.07.62.	Heywood 160 n/m. SE Ethel Creek station		VIC	Gliding	AHSA Reports: "Crashed while on cross-country flight. Pilot Miss P.Cameron not injured."	Subst.	Info courtesy of Geoff Goodall.
KDI	Cessna	1750	24.07.62.	160 n/m. SE Etnei Creek station	N/E of Newman	WA	Other	The aircraft which was a REX demonstrator was stolen from a hangar at Maylands aerodrome by a disaffected european migrant who was determined to fly it home. The aircraft ran out of fuel and was force landed south of Ethel Creek station in WA. It was later found and declared	Subst.	into courtesy of Geori Goodali.
								an insurance write-off. It was purchased by Max and Jim Hazelton and recovered to Orange, NSW to be rebuilt as a Cessna 172C by installing a non-seared Continental O-300 engine. It was subsequently re-registered VH-SEA.		
MOB/2	Piper	PA-22	25.07.62.	Eaglesfield Homestead	near ???	QLD	CHTR/Day	Situation of the engine was discovered to land or engine in was subsequently revergished virually the pilot was forced to land unsuitable terrain due to engine failure and the aircraft collided with trees. The failure of the engine was due	Subst.	Also reported as Eaglefield.
FBZ	Percival	EP-9	30.07.62.	near	Walcha	NSW	Ag/Day	to a broken exhaust valve. The aircraft stalled into trees and struck the ground heavily whilst the pilot was attempting to fly at a low height and airspeed over rising	Dest.	Pilot: M.Jones. Pilot: E.Whallon injured.
PDZ				-	waicha			terrain.	Dest.	Page E. Whallott Injured.
AAC?	Cessna Cessna	172 180	31.07.62. 04.08.62.	Goulburn aerodrome near Skipton	W of Ballarat	NSW VIC	CHTR/Day Ag/Day	When taxying in strong crosswind conditions on terrain which sloped to leeward, the aircraft was overturned by a gust of wind. While operating the hopper control to free compacted fertiliser, the pilot allowed the aircraft to strike a power cable which sheared off the	Subst. Subst.	
								upper two thirds of the fin and rudder.		
RAE	Ryan	STM	11.08.62.	near Clifton	S of Ipwsich	QLD	PVT/Day	During a precautionary landing arising from uncertainty of position and fading daylight the wheels of the aircraft struck a furrow causing the aircraft to overturn.	Subst.	
UT_?	Bell	47G	17.08.62.	near Duval	near ???	SA	AWK/Other	in an attempt to take-off from a clearing situated among trees, the pilot lost translational lift due to incorrect assessment of the wind conditions	Subst.	
AIE	Percival	Proctor V	25.08.62.	Wildara Station	near Leonora	WA	PVT/Day	above treetop level. The aircraft struck a tree and fell heavily to the ground. The starboard wing failed in flight because of deterioration of the glue used in the assembly of the leading edge structure and the aircraft	Dest.	
AIL					near Leonora			crashed to the ground and burnt.		
	Kingfisher	ES/57	26.08.62.	near Inverell aerodrome		NSW	PVT/Day	During an aero-tow operation the pilot disengaged the tow line when the glider began to porpoise soon after becoming airborne. In the landing the wing struck the ground and the glider ground looped. The pilot was inexperienced in aero-tow operations.	Subst.	
UOD	Genairco	[Moth]	26.08.62.	Camden aerodrome		NSW	PVT/Day	The aircraft bounced during a landing in gusty wind conditions. The undercarriage collapsed and the aircraft skidded to a halt on its under-	Subst.	
	Auster	J.1	27.08.62.	Burra	S/E of Port Pirie	SA	PVT/Day	surfaces. Whilst taxying to the take-off position, the aircraft encountered strong crosswind gusts and overturned.	Subst.	
DDO	DeHavilland.	DHC-1 Mk.22	29.08.62.	Toowoomba aerodrome	3/E OF POLC PINE	QLD	N/A	ASN Database reports "Destroyed by fire on the ground."	Dest.	
	Kookaburra	ES/52	04.09.62.	near Benalla aerodrome		VIC	Trng/Day Dual	When the launching cable broke at 400 feet, the instructor attempted a 360° turn to land into wind. The glider lost speed and was entering a spin as it struck the ground.	Subst.	
BAM/2	[DeHavilland]	DH-82	08.09.62.	Lake Cargelligo	WSW Condoblin	NSW	Ag/Day	The aircraft flew through the top of a tree and foliage blocked the carburettor air intake causing loss of engine power. The aircraft overturned	Subst.	
\vdash	Cessna	180	09.09.62.	Grenfell	WSW Cowra	NSW	Ag/Day	in soft ground in the subsequent forced landing. When one blade of the propeller came adrift, the pilot abandoned the take-off but was forced to ground loop the aircraft and the undercarriage	<u> </u>	
	Cessna	180	09.09.62.	Grenieii	wsw cowra	MOW	Ag/Day	When one blade of the propeller came adrift, the pilot abandoned the take-off but was forced to ground loop the aircraft and the undercarriage collapsed.		
BWL	Cessna	1728 PA-24[-250]	10.09.62	Kangaroo Island Mount Isa [aerodrome]		SA QLD	N/K CHTR/Day	The aircraft struck a fence on take-off and was damaged. The pilot was also hurt. [G.G. info]	Subst.	
DMA/2?	Piper		14.09.62.	(CHTR/Day	The engine was hand started without chocks, with the brakes off but with tie down ropes attached and the aircraft was unoccupied. When the engine started the aircraft moved forward breaking the tie down ropes allowing the propeller and wing to strike fuel drums.	subst.	
	Cessna	172	19.09.62.	Hoxton Park [aerodrome]		NSW	Trng/Solo	When the pilot attempted to climb away at the conclusion of a practice forced landing approach he lost control of the aircraft and the under- carriage collapsed when the aircraft struck the ground heavily.	Subst.	
	C.A.C.	Wackett	19.09.62.	Camden [aerodrome]		NSW	PVT/Day	During the landing run, the aircraft swung to port and the pilot, who was inexperienced on the aircraft type, was unable to regain directional	Subst.	
RVN/2	Cessna	CA-6 172	22.09.62.	Cooranbong		NSW		control. The aircraft ground looped and the starboard undercarriage collapsed.	Subst	
RVN/2	Cessna	172		Cooranbong	S/E Singleton		PVT/Day	An inexperienced pilot attempted a short distance take-off using an improper technique. Shortly after becoming airborne the aircraft stalled and collided with trees at the edge of the strip.	Subst.	
BCE	[DeHavilland]	DH-82	23.09.62.	near West Wyalong		NSW	Ag/Day	At a late stage the pilot attempted to pull up over a known power line. The undercarriage caught in the wires and the aircraft dived into the		
CAH	DeHavilland.	DH-82	23.09.62.	Malahang	[also reported as "at Lae"]	PNG	Trng/Day	The climb away from a simulated forced landing, engine power failed at a low altitude and the pilot was forced to land in a coconut	Dest.	Pilots: Ray VUILLERMAN and Elsden PARTRIDGE.
	10-11-11-11	DH-82	26.09.62	near Gatton		OLD	Dual	plantation. The reason for the power failure has not been determined.	Subst	
	[DeHavilland]	DH-82	26.09.62.	near Gatton		QLD	Ag/Day	During climb after completing a spraying run, the aircraft suffered a complete engine power and in the subsequent forced landing ran through a fence. The cause of the engine failure has not been determined.	Subst.	
CE_?	C.A.C.	Ceres CA-28	26.09.62.?	near Guyra	S of Glen Innes	NSW	Ag/Day	During a spreading run an exhaust rocker fulcrum housing failed and resulted in a complete loss of engine power. In the subsequent forced	Subst.	
UET/2	[DeHavilland]	DHC-1	06.10.62.	Whyalla [aerodrome]		SA	Trng/Day	landing the aircraft ran through a fence and into the bank of a creek. The pilot took off with the fuel selector in the off position and shortly after the aircraft became airborne, there was a complete loss of engine	Dest.	J.Streeter reports the date as 07.10.62.
	B1-1	Emeraude	06 10 62	Kingsford- Smith Airport	6.4	NSW	Solo	power . During an attempt to turn back to the runway the pilot lost control and the aircraft struck the ground and cartwheeled.	Subst	· ·
RGW	Piel [DeHavilland]	DHC-1	14.10.62.	Kingsford-Smith Airport near Katanning	Sydney S of Wagin	WA	PVT/Day PVT/Day	The aircraft overturned when the pilot attempted to taxi for take-off in a gusty strong wind. The pilot commenced an aerobatic manoeuvre at an altitude which was insufficient to ensure a safe recovery and the aircraft struck the ground	Subst. Dest.	
	, , , , , ,	182[F]						heavily in a nose-down attitude.		
DBS RVB	Cessna [DeHavilland]	182[E] DH-82	15.10.62. 17.10.62.	Bookara Moorabbin [aerodrome]	near Geraldton	WA VIC	PVT/Day Trng/Day	The pilot was forced to land when adverse weather was encountered. He lost control during the landing and the aircraft overturned. In an attempt to take-off the pilot adopted an excessively nose-down attitude which was not detected by the instructor in time to prevent the	Subst. Subst.	
			19.10.62.	Mount Best	Nr. Warragul		Dual PVT/Day	aircraft from overturning.		
CDX?	Cessna	180	19.10.62.	Mount Best	Nr. Warragul	VIC	PVT/Day	The pilot landed downwind on a strip of inadequate length. He ground looped the aircraft and slid sideways and into a ditch and the under- carriage collapsed.		
RSE	Piper	PA-28	24.10.62.	near Boorowa	N/W Yass	NSW	PVT/Day	The pilot attempted a long low approach in order to touch down short but the aircraft collided with power cables and struck the ground before reaching the strip threshold.	Subst.	
GKD	Cessna	185[A]	27.10.62.	near Mount Hagen aerodrome		PNG	CHTR/Day	reacting tire sturp tire strips. The aircraft was substantially overloaded and, after taking off, it crashed into rising terrain about one mile from the aerodrome.	Dest.	Pilot: George WICKS killed.
KAL	Auster	J.58	29.10.62.	Yorkrakine	N/E Kellerberin	WA	PVT/Day	Because of a pre-existing crack in an undercarriage tube member, the port wheel became detached during the landing roll and the aircraft overturned.	Subst.	J.Streeter reports the date as 29.10.63. [The aircraft was S.O.R. on 01.09.63.]
REP?	Cessna	180	31.10.62.	Yarrowich *	S/E Armidale	NSW	Ag/Day	overturned. The port brake linkage became disconnected and the aircraft ground looped on landing thus causing the port undercarriage to collapse.	Subst.	* Location 'Yarrowitch'.
KBV	Auster	J.1B	18.11.62.	near Mittagong		NSW	PVT/Day	Due to deteriorating weather and approaching darkness the pilot decided to land enroute. The field selected was of insufficient size and after touchdown the aircraft collided with a fence and overturned.	Subst.	
DGB	Druine	Turbulent	18.11.62.	Ashbridge	N/W Wagga Wagga	NSW	PVT/Day	tourchdown the aircraft collided with a tence and overturned. Whilst engaged in unauthorised low flying, the undercarriage caught in a power cable which the pilot did not see and the aircraft dived into	+	
70.00.00	15.1	816	22.44.62	[also 'Ganmain' = AHSA]	Melhourne	100	DI CT (D	the ground.	6.1	
TVP/Q?	Vickers	"Viscount"	23.11.62.	Melbourne [Essendon] Airport.	Melbourne	VIC	PVT/Day	The pilot misused the propeller controls during the pre-take-off engine power check and thereby caused excessive gas temperatures which damaged the turbines.	Subst.	[Aircraft was on post maintenance test flight. Pilot 'Pappy' Boyd.] All four engines destroyed.
ECZ	Republic	RC-3 Seabee	24.11.62.	Tweed River	near ???	NSW	PVT/Day	When the pilot attempted to alight downwind, he misjudged the landing hold-off and the flying boat touched down with a severe impact which tore a hole in the hull and caused it to sink.	Subst.	
BSE	[DeHavilland]	DH-82	25.11.62.	near Cambridge		TAS	PVT/Day	which tore a noie in the null and caused it to sink. The pilot failed to arrest the descent when he encountered a downdraught during a simulated forced landing. The aircraft struck rising ground	Subst.	[J.S. reports date as '20.11.62.]
CM403	Piper	PA-22	25.11.62.	[also Mt.Cambridge = J.S.] near Tara	nr Lorennach	QLD	PVT/Day	and the undercarriage collapsed.	Suber	
BQJ	Cessna	180	27.11.62.	Alexandra **	nr. Longreach see remark	VIC	Ag/Day	An inexperienced pilot discontinued a take-off at a point too late to avoid over-running the strip and collided with a fence and a drain. During a landing approach, the aircraft collided with a power line which had not been observed by the pilot and the aircraft crashed to the	Dest.	DCA report states accident location as 'Alexandra' however the accident occurred at
1	Hutter		01.12.62.	Oakey	near Ipswitch	QLD	PVT/Day	ground in an inverted position. The pilot misjudged the approach and the glider touched down short of the intended landing area where it struck a drainage bank and	Codest	Colac'. Alexandra was the departure point. Article from local Colac paper confirms.
G?	nutter	17 Glider			near ipswitch			overturned.	Subst.	
ALU?	[DeHavilland]	DH-82	11.12.62.	near Cootamundra		NSW	Ag/Day	The aircraft overturned during a forced landing due to a complete loss of engine power. The loss of power failure was caused by the fuel filter not being checked at the last maintenance inspection of the aircraft thus leading to the presence of water in the filter and carburettor.	Subst.	
FNB	Fokker	F-27	11.12.62.	Canberra aerodrome		ACT	RPT/Day	The aircraft was substantially damaged during maintenance action when the right hand main landing gear retracted after the one-umatic system was	Subst.	
6.2	Grunau IV	Baby Glider	12.12.62.	Waikerie aerodrome	ļ	SA	PVT/Day	re-charged without first installing the landing gear ground locks. The flight crew had reported a loss of pneumatic pressure on descent. Following a high approach for landing, the pilot levelled out and retracted the spoilers. The glider ballooned and when the pilot over-corrected	Subst	
G?								it struck the ground in a nose-down position and overturned.	Junit.	
CBA	Cessna	172[8]	13.12.62.	Canberra aerodrome		ACT	Trng/Day Solo	The pilot failed to correct a swing after touchdown. The aircraft collided with a runway light breaking off the nosewheel strut and it then overturned.	Subst.	Pilot: Cadet Corporal J.Coggan.
	Cessna	180	13.12.62.	near Scone		NSW	Ag/Day	The aircraft overturned in a forced landing on rough terrain arising from a loss of engine power at a low height when a piston failed.	Subst.	
SSW/3?	[DeHavilland]	DH-82	14.12.62.	Meeleebee Downs	near ???	QLD	Ag/Day	Following upon a loss of engine power at a low level, the pilot carried out a forced landing during which the aircraft collided with fallen logs. The reason for the loss of power has not been determined.	Subst.	
DDZ	Cessna	172[C]	14.12.62.	near Toowoomba		QLD	PVT/Day	The pilot attempted to continue the flight under conditions of rain, low cloud and approaching darkness and it is probably that he became	Dest.	Pilot: R.Francis and two pax killed.
\vdash	Swallow	Sailplane	15.12.62.	near Mt.Isa aerodrome		QLD	PVT/Day	disoriented. The aircraft was seen to emerge from low cloud and strike the ground while the engine was operating under high power. Whilst manoeuvring to lose height on approach, the pilot allowed the aircraft to stall. Recovery from the stall was not effected in sufficient	Subst.	
								time to prevent a landing in a tree.		
1 1	[DeHavilland]	DH-82	18.12.62.	near Tango	near ???	QLD	Ag/Day	A total loss of power soon after take-off necessitated a forced landing on unsuitable terrain and the aircraft overturned. The loss of engine power was probably due to a defective fuel lock opening. [?]	Subst.	
INN/2	Bell	47J	20.12.62.	Melbourne [Essendon] Airport	Melbourne	VIC	AWK/Other	During an attempt to lift an engine box from its base, the load jammed. This unbalanced the helicopter which then struck the ground, rolled and	Dest.	Pilot: M.Holyman.
SNA2	Auster	1 50	24.12.62.*	Richmond aerodrome		QLD	PVT/day	caught fire. During the landing the aircraft bounced and the pilot's recovery action resulted in the aircraft overturning.	Sub++	* ASN Database quotes accident date as 12.01.63, but this is the S.O.D. date
SHALL	C.A.C.	CA-28	29.12.62.	Flinders Island		TAS	Ag/Day	The pilot did not notice a wind drop and had to pull the aircraft into the air prematurely during take-off to avoid the banks of a drain. The	Subst.	
								aircraft settled onto the ground again and the undercarriage was torn off when it ran through a second drain which was obscured by grass.		<u> </u>
SSA	[DeHavilland]	DH-82	02.01.63.	near Mingay	SW Ballarat	VIC	Ag/Day	The pilot lost directional control early in the take-off run and left the abandonment of the take-off too late to avoid colliding with a fence.	Subst.	
BED	Auster	Mk.III	04.01.63.	near Stanley	WNW Burnie	TAS	PVT/Day	During a low level strip inspection the pilot allowed the aircraft to stall onto the ground at a point where collision with a bordering hedge and fence could not be avoided.	Subst.	
								Person and the action of the a		

GAS	[DeHavilland]	83 Fox Moth	12.01.63.	"Rockdale Station", Yanco.	Narrandera	NSW	PVT/Day	During an approach to land in strong gusty wind conditions a downdraught forced the aircraft into collision with power transmission wires.	Dest.	C of R had expired on 26.10.62. (G.Goodall info).
G?	[Schneider]	"Kookaburra" Mk.II	12.01.63.	Lake Bathurst	SSW Goulburn	NSW	AWK/Trng Dual	The winch stalled during an attempted take-off from rough ground. The pilot did not abandon the take-off early enough and the glider stalled when a landing from a low speed was attempted.	Subst.	SOC. 1.WHATELESS.
BTD?	[DeHavilland]	DH-82	13.01.63.	Ballarat [serodrome]		VIC	Ag/Day	The pilot carried out a flight in strong gusty wind conditions and whilst taxying after landing the aircraft was blown over.	Subst.	
RDI	Cesna	1728	13.01.63.	Melbourne Airport [now Essendon]	Melbourne	VIC	CHTR/Day	Whilst taxying after landing in strong gusty wind conditions the aircraft was blown onto it's back.	Subst.	
BTV	[DeHavilland]	DH-82	20.01.63.	near Perringillup	Katanning	WA	PVT/Day	A sudden wind change during take-off caused the aircraft to become prematurely airborne and [it] continued in a curved flight path in the hands of an inexperienced pillot until it struck the ground.	Subst.	
AZE THB	DeHavilland.	DH-82 12C	20.01.63.	Archerfield aerodrome Jow	West Irian	QLD N/A	N/K CHTR/Day	Reported "Crashed". Struck off the Register.20.01.63. After take-off the pilot turned to avoid obstructions and then decided to land back in the clearing. The helicopter touched down heavily and a	Subst.	
BWI	Cessna	172	25.01.63.	near Robertstown	NE Elizabeth	SA	PVT/Day	main rotor blade severed the tail boom. Whilst making a low level inspection of an intended landing area_engine power failed probably because of foreign matter in the carburettor	Subst.	
	Cessna				NE Elizabeth			and the aircraft collided with a tree.		
UEK/2 BDF	[DeHavilland]	DHC-1 DH-82	28.01.63. 31.01.63.	into the sea off Tumby Bay near Armidale		SA NSW	PVT/Day Ag/Day	After flying low over a group of people on a beach, the aircraft turned back towards them and the wingtip struck the water. The pilot lost directional control on landing and decided to go around at a late stage. The aircraft collided with the boundary fence.	Dest. Subst.	Pilot: W.Schramm and Pax killed.
PAZ	Piper	PA-28[-160B]	01.02.63.	near Coonabarabran		NSW	PVT/Day	Whilst engaged in unauthorised low flying in following a motor car tour, the aircraft collided with power transmission lines crossing the road and crashed to the ground.	Dest.	Pilot: F.Cortis.
DEL?	[DeHavilland]	DH-82	02.02.63.	near Ayr		QLD	Ag/Day	Whilst turning between spray runs the pilot lost sight of a known obstructing tree, with which the aircraft then collided.	Subst.	
BSP BJW	[DeHavilland] [DeHavilland]	DHC-1 DH-82	02.02.63. 07.02.63.	Tumby Bay near Gunnedah	[9 n/m South]	SA NSW	PVT/Day Ag/Day	The pilot flew the aircraft into the ground,probably in a suicidal gesture and the undercarriage collapsed. The pilot intended to fly alongside power transmission lines but the aircraft struck them and crashed to the ground.	Dest. Subst.	Pilot: Miss R.puckridge.
BPM	Cessna	180	08.02.63.	near Scone		NSW	Ag/Day	The aircraft was found to have struck the ground at a steep angle near the head of a blind valley. The nature and cause of the accident could not	Dest.	Pilot: John Edward TOOHEY.
WIT	Cessna	180	15.02.63.	near Young		NSW	Ag/Day	A brake master cylinder bracket failed during a cross-wind take-off, depriving the pilot of brake pressure and the aircraft ground looped collapsing the undercarriage.	Subst.	Pilot: P.Wycherley.
FWP	Cessna	180[C]	17.02.63.	Walcha [aerodrome?]		NSW	Ag/Day	Engine power failed for reasons which could not be determined, when the aircraft had just taken off. The undercarriage collapsed and the	Dest.	Pilot: F.Pratley.
DLR	Piper	PA-18	19.02.63.	Bridport aerodrome		TAS	N/A	aircraft caught fire in the ensuing landing in rought terrain. An unlicensed pilot stole the aircraft and it overturned when he lost control of it whilst taxying.	Subst.	
RWO	Cessna	182	23.02.63.	near Pithara	N of Wongan Hills	WA	PVT/Day	After abandoning a take-off on a strip of less than adequate length because of obstacles ahead, the pilot allowed the aircraft to run into rough ground which, with the application of brakes, caused the nosewheel strut to collapse and the aircraft to overturn.	Subst.	
BKS	DeHavilland.	DH-82 PA-22	01.03.63.	Three Springs		WA NSW	Ag/Day	Reported "Crashed".	Subst.	Wreck purchased by G.Goodall.
CXD?	riper		10.03.63.	Albury aerodrome			PVT/Day	Whilst landing into the sun the pilot failed to correctly judge his angle of descent and the aircraft struck soft ground before reaching the runway threshold, collapsing the undercarriage.	Subst.	
SLS	Cessna	180	15.03.63.	Wewak aerodrome		PNG	PVT/Day	threshold, collapsing the undercarriage. In a demonstration of a "wheeler" type landing the pilot maintained a tall high attitude and heavy wheel braking too long, and the aircraft overturned.	Subst.	
GAH	Cessna	1728	16.03.63.	near Canberra		ACT	PVT/Day	The pilot did not maintain an adequate watch for obstructions whilst flying low along a river and the aircraft collided with crossing power transmission cables.	Dest.	
ABM	Cessna	1708	16.03.63.	near Wanigela		PNG	PVT/Day	normalization cause:. Engine power failed when the tungsten tips separated from the ignition contact breaker points and the aircraft overturned during the subsequent forced landing in high kunal grass.	Subst.	
BYQ	Auster	J.58	16.03.63.	Ambalindum Homestead	near Alice Springs	NT	PVT/Day	After landing to ascertain his position the pilot attempted to take off again but the area was too small and the aircraft struck a tree and	Dest.	
CEC	C.A.C.	CA-28	19.03.63.	near Guyra	N of Armidale	NSW	Ag/Day	cartwheeled. After landing on an unmarked strip which crossed a road the pilot allowed the aircraft to roll without maintaining an adequate lookout and it	Subst.	* Truck reported to be a double deck stock semi-trailer. (G.Goodall info).
-	[DeHavilland]	DH-82	25.03.63.	West Sale aerodrome		VIC	Ag/Day	collided with a "truck crossing the strip. The pilot attempted to taxy cross wind after landing without assistance after landing in a strong gusty wind and the aircraft was blown onto its	Subst.	
	Cessna	210A	30.03.63.	near Morven	near Charleville	QLD	CHTR/Day	back.	Subst.	
					near Charleville			A vacuum pump coupling failure led to a piston connecting rod failure because of inadequate lubrication when the aircraft was over inhospitable terrain and a wheels up landing had to be carried out.		
	[Schneider]	ES-56 "Nymph" (Glider)	31.03.63.	Benalla aerodrome		VIC	PVT/Day	An inexperienced pilot misjudged a landing approach in strong and gusty wind conditions. The glider undershot and collided with a fence.	Subst.	
AXK	[DeHavilland]	DH-82	01.04.63.	near Whorouly	S/W Beechworth	VIC	PVT/Day	Whilst carrying out a low level steep turn the engine power failed for reasons which have not been determined and tha aircraft stalled and struck the ground.	Dest.	
PXB	Zlin	126 Trener II DH-82	01.04.63.	Bankstown aerodrome Bankstown aerodrome		NSW NSW	N/K PVT/Day	The aircraft was "Destroyed by Fire at Bankstown." Struck by runaway DH-82. [See below entry] In attempting to close down the engine in a parked position the pilot simultaneously turned off the ignition switches and opened the throttle.	Dest. Subst.	
1010014	(Denavillaliu)	DH-62	01.04.03.	Ballistown aerodronie		NSW	rv1/Day	in accepting to close cowin the engine in a place position the pinot simulatecosty or need on the ginition simulates and opened in close the controlled. Recause one magnetic earthing lead was broken the engine responded to the open throttle and the aircraft collided with another aircraft which was then destroyed by fire. (Ref VH-PXB)	Suust.	
DAT	C.A.C.	CA-28	03.04.63.	near Moora		WA	Ag/Day	Reported: Forced landing due engine failure". [Source: Geoff Goodall].	N/K	
MSA?	Piper Cessna	PA-18A 180	07.04.63. 08.04.63.	near Tooma near Walcha	E of Albury	NSW NSW	Ag/Day Ag/Day	A main wheel became detached after take-off because of fatigue cracking in the axle and in the subsequent landing the aircraft overturned. After landing downwind and downhill on a wet grass covered strip the pilot found his wheel brakes ineffective and deliberately ground looped the	Subst. Subst.	
WPP	DeHavilland.	DH-82	08.04.63.	near Gatton		OLD	Ag/Day	aircraft collapsing the undercarriage. Reported "Crashed"	Dest.	Pilot injured. (G.goodall info.)
DCM	Percival	EP.9	09.04.63.	near Blandford	S of Quirindi	NSW	Ag/Day	During a level turn between spreading runs there was a substantial loss of engine power for reasons which have not been determined and the aircraft struck a tree.	Dest.	7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7, 7
	Beech	35	15.04.63.	Bankstown aerodrome		NSW	PVT/Day	Aircraft bounced after touchdown and the pilot lost control with the result that it stalled, veered and struck the ground with wingtip and nose.	Subst.	
	Cessna	185	17.04.63.	near Clarkefield	N of Sunbury	VIC	Ag/Day	In takeoff the aircraft overran the end of the strip and struck rocks just after becoming airborne. The cause of the deterioration in take-off performance was not determined.	Subst.	
GWP?	Piper	PA-24	20.04.63.	near Carrum	S of Moorabbin A/D.	VIC	PVT/Day	Engine power was not available when it was required after a practice forced landing because of lack of fuel and in the ensuing forced landing attempt the aircraft collided with a canal bank. The cause of the lack of fuel supply has not been determined.	Subst.	
AHM	[DeHavilland]	DH-82	28.04.63.	near Brunswick Junction	W of Collie	WA	PVT/Day	Whilst flying solo from the front seat with the centre of gravity position well forward the pilot allowed the tail to rise before he had adequate elevator control and the aircraft overturned.	Subst.	Actual date reported as 27.04.63. via G.Goodall
	Cessna	180	29.04.63.	near Weabonga	S/E Tamworth	NSW	Ag/Day	During the landing roll the port brake pressure was applied and could not be released as a result of a material failure in the parking brake system. The pilot applied starboard brake to hold the aircraft straight but it overturned.	Subst.	
KAE	Auster	1.2	01.05.63.	near Bigga	S/E Cowra	NSW	PVT/Day	During a precautionary landing because of adverse weather the pilot initiated a go-around at a late stage and the aircraft stalled and struck the	Subst.	Also reported as 'Blanket Flat' with a crash date of 02.05.63.
INX	Douglas	DC-4	17.05.63.	Melbourne [Essendon] Airport		VIC	N/K	ground during an attempt to avoid rising terrain. Reported: Undershot on landing damaged." [web info. To be verified.]	Subst.	
	[Schneider]	"Kookaburra" Mk IV (Glider)	20.05.63.	Stonefield	N/E Elizabeth	SA	Trng/Day Dual	Because of dirt in the towing hook there was an involuntary release at a low level during take-off and the instructor did not adequately take control of the aircraft to prevent a heavy landing.	Subst.	
WFQ?	[DeHavilland]	DH-82	21.05.63.	near Salt Creek	N/W Narracoorte	SA	Ag/Day	After inspecting an area for a precautionary landing due to weather the pilot turned downwind at a low level and the aircraft slipped into collision with the ground because the pilot neglected to maintain adequate airspeed.	Subst.	
SFH	Piper	PA-25[-235]	29.05.63.	[3 nm] near Apollo Bay [Wild Dog Creek]	S/W of Geelong	VIC	Ag/Day	The aircraft caught fire in flight when exhaust gasses escaping through a leak in the exhaust duct disrupted a fuel line. A forced landing was carried out without damage but the fire could not be extinguished.	Dest.	Pilot: Martin COPELIN Aircraft numad by Styfarmer, Monuall
BVL	Cessna	180	03.06.63.	[Wild Dog Creek] Efogi		PNG	CHTR/Day	out without damage but the here could not be extinguished. The pilot landed well into the strip and when he saw that the overrun was obstructed by spectators he directed the aircraft into a collision with a directed seem of the collision with a directed seem		PHENDS OWNER BY SKYINITHEIS, INDIWEIL
RSJ	[DeHavilland]	DHC-1	17.06.63.	near Bringelly	S/W Sydney	NSW	Trng/Day Solo	The aircraft ws seen to enter a spin during a flight on which recovery from spins was to be practiced. Recovery was not effected for reasons which	Subst.	
RBL	Cessna	185	20.06.63.	near Trayning	N Kellerberrin	WA	Solo Ag/Day	have not been determined and the aircraft struck the ground. The pilot attempted to take off with a full load on a soft surface and then abandoned the attempt but not soon enough to avoid colliding with a	Subst.	
SSM	Cessna	180	29.06.63.	near Williams	S/W Narrogin	WA	Ag/Day	fence and a tree. After becoming uncertain of his position the pilot decided in the face of failing light to land in a field. The aircraft overturned when it ran into a	Subst.	
	Chart	E DE Constitution	03.03.03	Off Lord Mc	ay ve marrogin	OLD	-et nak	Auter decoming uncertain or his position the pilot decided in the race or failing light to land in a field. The aircraft overfurned when it rain into a waterlogged area which could not be seen from the air.	Doct.	Coeff Coedall lefe
BRE WFH	Short [DeHavilland]	S.25 Sandringham DHC-1T	03.07.63 13.07.63.	Off Lord Howe Island Uranquinty	W of Wagga Wagga	QLD NSW	PVT/Day	The aircraft was damaged in a storm at it's moorings. After being stripped of useable parts it was towed out to deep water and scuttled on 05.12.63. In carrying out a precautionary landing near last light the pilot did not adequately inspect the proposed landing area and the aircraft collided with a	Subst.	Geoff Goodall info. S.O.R. 14.07.63.
BFC	Piper	PA-2[2]-150	17.07.63.	near Stawell		VIC	Ag/Day	harrow. There was a loss of engine power shortly after take-off probably because of carburettor icing and the aircraft was unable to clear telegraph wires	Subst.	Actual type PA-25-150. (via G.Goodall).
GWG	Cessna	180[C]	18.07.63.	Tabrabucca	S/E Mudgee	NSW	Ag/Day	and trees beyond the end of the strip. The pilot persisted with the take-off after the aircraft had deviated from the strip into rough sloping ground and the aircraft became airborne at a low	Dest.	
					3/ E muugee			airspeed but crashed into a gully in a partly stalled condition.		
RAT	Cessna Cessna	185 180	28.07.63. 07.08.63.	Grandimok Mission near Maitland		PNG NSW	PVT/Day Ag/Day	The aircraft overturned after landing when the wheels entered an undetected soft area on a newly constructed strip. During a spraying run a person acting as a ground marker was struck by the aircraft wheel probably because he did not watch its approach.	Subst. Nil	
DUB	[CZL]	Super Aero 145	09.08.63.	Camden aerodrome		NSW	Trng/Day Solo	The pilot, who was inexperienced on twin engined aircraft, set assymetric power during a simulated aborted take-off but lost directional control and the aircraft ground looped collapsing the undercarriage.	Subst.	
FBT	[DeHavilland]	DH-82	10.08.63.	near Wagga Wagga	[Gap Road, North of Wagga]	NSW	Ag/Day	The pilot continued to descend for the commencement of a spraying run whilst looking for a known obstructing power transmission line and collided with it before he saw it.	Subst.	
SLT	Cessna	180[D]	13.08.63.	Wewak		PNG	PVT/Day	The pilot lost directional control of the aircraft during a take-off and it ground looped collapsing the undercarriage.	Subst.	
RSB	Piper	PA-28-160	16.08.63.	near Hampton	S/W Blayney	NSW	PVT/Day	The pilot continued into unfavourable weather including icing conditions and when forced to land the aircraft collided with trees and ran into a creek bank.	Subst.	
	[DeHavilland] [DeHavilland]	DH-82 DH-82	24.08.63. 31.08.63.	near Cunderdin Toowoomba aerodrome		WA QLD	Ag/Day Trng/Day	At the completion of a spray run the aircraft collided with a newly installed power line which the pilot did not see during his aerial inspection. The pilots allowed the aircraft to stall at a low altitude during approach to land and it struck the ground heavily collapsing the undercarriage.	Subst. Subst.	
BVZ	[DeHavilland]	DH-82	07.09.63.	near Dallwallinu	W Bencubbin	WA	Dual	The pilot attempted to land in a crop of Jupins three feet high but the aircraft overturned after running a short distance.	Subst	
DVZ	(penavilland)	DH-82	07.09.03.	near parlwallinu	w pericuboin	VVA	MK/ Day	the prior accomplise to who in a crup or rupins trace recently out the ancient overtained area running a snort distance.	Juust.	i

WEC								<u> </u>		
	Cessna	150	08.09.63.	near Narromine		NSW	Trng/Day Solo	A student pilot in accordance with practices he had been shown carried out a simulated forced landing to a low height over an unsurveyed area and collided with a power line.	Subst.	
_	Auster	J.5G	08.09.63.	Giro Station	W Port Macquarie	NSW	PVT/Day	Consider with a power inte. The pilot did not maintain proper directional control whilst landing and the aircraft ran through a ditch and a fence.	Subst.	
AAQ	[DeHavilland]	DHC-2	10.09.63.	near Armidale		NSW	Ag/Day	The port lift strut and upper fitting failed in flight due to a fatigue crack permitting the port wing to fold upwards and the aircraft crashed out of	Dest.	
								control.		
AFY	Avro [DeHavilland]	643 DH-82	20.09.63.	near Nangwee near Galore	W Wagga Wagga	NSW	Ag/Day Ag/Day	G. Goodall's website reports: "Damaged during spraying ops." [crashed into a creek/river] The aircraft struck a branch telephone line and crashed to the ground when the pilot attempted to spray in a narrow obstructed corridor without	Subst.	
401	(Deriuvilland)	51102	20.03.03.	near datore	** ************************************	11.511	Agrouy	first making a personal inspection of the area.	Juon.	
EMS	Cessna	182[A]	27.09.63.	Homevale	S/W Mackay	QLD	CHTR/Day	Although the parking brake was applied before the aircraft was hand started it is probable that system pressure was lost because of the presence of	Dest.	
		Ji	28.09.63.	Doctors Plains	NNW Lakes Entrance	100	PVT/Day	foreign material under the valve and the aircraft moved off and collided with a stockyard fence. The pilot allowed the glider to assume a very nose high attitude during an attempted launch with the result that it stalled and struck the ground	6.5.0	
	Joey	31	20.09.03.	DOCIOIS Plains	NAVY LAKES EITH AILCE	VIC	FV1/Day	The pinot anower the giner to assume a very nose night acticude during an actempted admich with the result that it stalled and struck the ground before recovery could be effected.	Subst.	
RYJ	Cessna	172[D]	03.10.63.	Yalda Downs Station	White Cliffs	NSW	PVT/Day	After take-off the pilot probably adopted a less than safe climbing airspeed and the aircraft stalled in a turn at too low a height for recovery to be	Dest.	Pilot: John PETER of Pipita Station.
	Piper	PA-25-150	07 10 63	[10 nm from Yalda Dns.]	N/W Contamundra	NSW	1-70-	effected before it struck the ground. The pilot endeavoured to fly between two trees during a spraying run but misjudged his clearance and the aircraft collided with one of the two trees.	Subst	
FIG	Cessna	185[A]	21 10 63	Mount Bullengarook	N/W Melhourne	VIC	Ag/Day CHTR/Day	The pinot encession to the control was treated in the control to t	Dest	
SSR	Percival	EP.9	23.10.63.	near Freeling	N/E Adelaide	SA	Ag/Day	The aircraft collided with a known power line during a spraying run because of an attempt to pass it with inadequate clearance and a piece of cable	Minor	Pilot: Kenneth REARDON injured. (flew for Super Spread).
								strand penetrated the windscreen and the chest of the pilot.		
	[DeHavilland]	DHC-2	24.10.63.	near Millicent	N/W Mt.Gambier	SA	Ag/Day	The pilot inadvertantly reduced instead of increasing the flap extension during a take-off which he then discontinued but the aircraft ran into a dry creek bed.	Subst.	
KAL	Auster	J.58	29.10.63.	?	?	?	?	Reported by J.S. as "Damaged on 29.10.63." Refer entry for KAL on 29.10.62.	?	
	Cessna	180	30.10.63.	near Manildrie (sic)	[WNW Orange?]	NSW	Ag/Day	The aircraft became airborne probably with less than an adequate airspeed and collided with a contour bank and a post beyond the end of the strip.	Subst.	
BVC	Cessna	182	01.11.63.	[Manildra?] Lake Ruth	N/W Alice Springs	NT	CHTR/day		Subst.	
BVC	Cessna	182	01.11.63.	Lake Ruth	N/W Alice Springs	INI	СНІК/дау	The pilot did not ensure that a fuel tank cap was properly closed before departing and engine power failure arising from fuel starvation occurred. In the ensuing forced landing the aircraft struck a bank and overturned.	Subst.	
ABZ	Fairchild	F24R	01.11.63.	*Cridland	Biloela	QLD	PVT/day	The pilot did not maintain proper directional control during take-off and the aircraft ran into rough ground and ground-looped collapsing the	Subst.	DCA report typo. Cridland was name of pilot , location Biloela. (via G.Goodall).
								undercarriage.		
CBC RCB	Cessna Cessna	172[C] 185[A]	02.11.63. 03.11.63.	Tuggeranong Station 90 nm. N/E. Oodnadatta	Near Canberra Oodnadatta	ACT SA	PVT/day CHTR/day	The pilot inadvertantly lost height after breaking off a simulated forced landing and the aircraft collided with a power transmission cable.	Subst.	
CYL	Cessna	180	05.11.63.	near Merriwa	Liverpool Ranges	NSW	Ag/Day	After landing on a claypan of inadequate length the aircraft ran onto a very rough gibber surface causing the undercarriage to collapse. The pilot misjudged the aircraft's turning radius in a narrow valley and it collided with rising terrain.	Dest.	
	Cessna	182	09.11.63.	near Kildurk	W Victoria River Downs	NT	PVT/day	When engine roughness and power surging occurred probably because of water contaminated fuel whilst the aircraft was operating at low altitude	Subst.	
	Cas	400	11.11.00	Dulana Cara'r	******	NC***	Au fo	the pilot decided to make an immediate forced landing during which the aircraft collided with a tree.	Code	
ICE	Cessna	180 172	11.11.63. 14.11.63.	Pylara Station near Burren Junction	near///	NSW	Ag/Day PVT/day	The starboard undercarriage leg failed during an attempted take-off as a result of a fatigue crack and the aircraft collided with a fence. Shortly after the take-off was abandoned on a strip of inadequate length, the nose wheel struck an embankment, was deflected and then separated	Subst. Subst.	
ICE	CCASIII	-/-	47.41.03.	near partell Julicion		14,344	/uay	shortry after the taxe-orn was abandoned on a strip of inadequate sergiti, the hose wheel struck an embankment, was delected and then separated from the aircraft, which nosed over and came for rest inverted.	Junit.	
DJL	Piper	PA-22-108	18.11.63.	Belfield Station	near Winton	QLD	Trng/Day	Whilst climbing away from a simulated forced landing engine power failed, probably because of fuel exhaustion of the selected tank, and the	Dest.	
juna	Mushoo	269A	19.11.63.	Moorabbin aerodrome		Vic	Dual	aircraft side-slipped into a collision with trees. After landing, the pilot turned to look towards the rear and involuntarily moved the flight controls so that the helicopter became airborne and	Subst.	
MBC	Hughes	209A	19.11.03.	mouraum aerogrome		VIC	Trng/Day Solo	rolled over.	auust.	
AHK	[DeHavilland]	94	20.11.63.	Busselton [aerodrome?]		WA	PVT/day	The pilot, who had very little flying experience, attempted to land the aircraft after last light but he allowed it to stall whilst on approach and it	Dest.	
100	Unahas	269A	22.11.63.	Tibooburra [aerodrome]		SA	PVT/day	collided with a tree.	Subst.	
IHA	Hughes	Z69A	22.11.63.	i booburra [aerodrome]		SA	PVT/day	On final approach for a landing to refuel during a travel flight, the engine power failed due to fuel exhaustion and the helicopter struck the ground heavily.	Subst.	
BQZ?	Cessna	172(B)	23.11.63.	Walcha [aerodrome]		NSW	PVT/day	On completion of a low level run to inspect the surface of the strip, the aircraft lost height and struck the ground whilst being manoeivred to avoid	Subst.	
								obstacles.		
GLH	Jarvis	J2 Jumbuck (Glider)	24.11.63.	near Alice Springs		NT	PVT/day	A wing flutter in flight arose from extensive wear in the aileron cables and a substantial portion of the starboard mainplane was dislodged, whereupon the glider crashed out of control.	Subst.	
	Cessna	180	29.11.63.	near Glenrock	SSW Quirindi	NSW	Trng/Day	The aircraft swung during a cross-wind take-off on a strip of inadequate width. The pilot closed the throttle but not in time to prevent an under-	Subst.	
							(Dual)	carriage leg from collapsing in soft earth and the aircraft then overturned down an embankment.		
RAO	[DeHavilland]	DH-82 DH-82	30.11.63. 03.12.63.	Yarrawonga [aerodrome] *near Millicent		VIC	PVT/day	The pilot lost directional control during a landing in gusty cross-wind conditions and the aircraft ground-looped. The pilot intended to fly under a power transmission cable but misjudged its height and collided with the cable.	Subst.	DCA Register crash ledger quotes location as Meningie, SA. All close. (via G.goodall).
KAQ	(Denavilland)	DH-82	U3.12.03.	* 'Rendlesham' (J.S.)		SA	Ag/Day	The pilot intended to ny under a power transmission cable but misjudged its neight and collided with the cable.	Subst.	Canberra Times says "Rendlesham near Millicent, Pilot: Robin RILEY OK.
AFY	Avro	643	08.12.63.	near Pittsworth	WSW Ipswich	QLD	Ag/Day	Because the wheel brake system was inadequately protected against contamination and corrosion the brakes locked on when applied after	Subst.	
		100	09.12.63.				PVT/day	touchdown and the aircraft overturned.		
BWD	Victa	100	09.12.63.	near Meningie		SA	PVT/day	Engine power failed soon after take-off probably because the pilot had not turned the fuel on, and the aircraft stalled and struck the ground from a low height whilst the pilot was trying to reach a suitable landing area.	Subst.	
RV_?	Cessna	172	15.12.63.	Moorabbin [aerodrome]		VIC	PVT/day	After returning with a airsick passenger, the pilot left the engine running and allowed the passenger to disembark without adequate warning.	Minor	
AGK	[Daldwilland]	87	21 12 63	near Adelong	W Tumut	NSW	PVT/day	The passenger was struck by the rotating propeller.	Subst	
AGK WA ?	[DeHavilland] Victa	82 100	21.12.63.	near Adelong Wangaratta [aerodrome]	W Tumut	NSW VIC	PVT/day PVT/day	The pilot did not discontinue the take-off when the aircraft swung off the strip and it ground-looped. The pilot stopped with the engine running and allowed the passenger to disembark without adequate instruction. The passenger disembarked	Subst. Minor	
WAL	VICLE					VIC	FV1/Uay	The phot stopped with the engine running and anowed the passenger to disembar without adequate instruction. The passenger disembarked		
								incorrectly and walked into the rotating propeller.		
AFP	Beech	D17S	22.12.63.	near Dingo	E Emerald	QLD	Ag/Day	incorrectly and walked into the rotating propeller. For reasons which could not be determined the aircraft collided with trees during a low level seeding operation.	Dest.	
KSW	Auster	J/5	22.12.63. 27.12.63.	Bathurst aerodrome	E Emerald	NSW	N/K	incorrectly and walked into the rotating propeller. For reasons which could not be determined the aircraft collided with trees during a low level seeding operation. Aircraft was destroyed by storm which happared. Aircraft was flipped and ended up on top of the collapsed hangar.	Dest.	G.Goodall info.
	Beech Auster Piper	D17S J/5 PA-22[-150]		near Dingo Bathurst aerodrome Parkes [aerodrome]	E Emerald	QLD NSW NSW	Ag/Day N/K PVT/day	incorrectly, and walked into the rotating propeller. For reasons which cold not be determined a servant collided with trees during a low level seeding operation. For reasons which cold not be determined a servant collided with trees during a low level seeding operation. For seasons which cold not be determined as a servant collided with trees during a low level seeding operation. For seasons which cold not be determined by the servant cold not be coldinated by the collisions of the coldinated by the coldina	Dest. Dest. Dest.	G.Goodall info.
KSW	Auster	J/5 PA-22[-150] 9 "Bocian"	22.12.63. 27.12.63. 28.12.63.	Bathurst aerodrome	E Emerald	NSW	N/K PVT/day	Incorrectly, and walked into the rotating propeller. For reasons which could not be determined an extract collided with trees during a low level seeding operation. Bicraft was destroyed by storm while hangared. Aircraft was lipped and ended up on top of the collapsed hangar. The pilot stemplet to go-around from a landing approach in gusty strong cross-wind conditions but lost directional control and the aircraft stalled and struck the ground from a low height.	Dest.	G.Goedall Info.
KSW	Auster Piper	J/5 PA-22[-150]	22.12.63. 27.12.63.	Bathurst aerodrome Parkes [aerodrome]	E Emerald	NSW NSW	N/K	incorrectly, and walked into the rotating propeller. For reasons which cold not be determined a servant collided with trees during a low level seeding operation. For reasons which cold not be determined a servant collided with trees during a low level seeding operation. For seasons which cold not be determined as a servant collided with trees during a low level seeding operation. For seasons which cold not be determined by the servant cold not be coldinated by the collisions of the coldinated by the coldina	Dest. Dest.	G Goodell info.
DGC G?	Auster Piper [SZD]	J/5 PA-22[-150] 9 "Bocian" Glider	22.12.63. 27.12.63. 28.12.63. 30.12.63.	Bathurst aerodrome Parkes [aerodrome] near Mildura		NSW NSW VIC	N/K PVT/day PVT/day	Incorrectly, and walked into the rotating propeller. For reasons which cold not be determined an acrual collided with trees during a low level seeding operation. For reasons which cold not be determined an acrual collided with trees during a low level seeding operation. For seasons which cold not be determined as a service of the collisions of the c	Dest. Dest. Subst.	G. Goodsil Info.
KSW	Auster Piper	J/5 PA-22[-150] 9 "Bocian"	22.12.63. 27.12.63. 28.12.63.	Bathurst aerodrome Parkes [aerodrome]	E Emerald near Aitape	NSW NSW	N/K PVT/day	Incorrectly, and walked into the rotating propeller. For reasons which cold not be determined an extract collided with trees during a low level seeding operation. For reasons which cold not be determined an extract collided with trees during a low level seeding operation. For extracting the seed of the seed of the seed of the seed of the seed of the collisions and the service of the seed of the s	Dest. Dest. Subst. Dest.	G.Goodall Info. Plot. Mark DIGNAM rescued.
DGC G?	Auster Piper [SZD] Cessna Cessna	J/5 PA-22[-150] 9 "Bocian" Glider 180[F]	22.12.63. 27.12.63. 28.12.63. 30.12.63. 01.01.64.	Bathurst aerodrome Parkes (aerodrome) near Mildura Off Tumleo Island near Bridgetown		NSW NSW VIC PNG WA*	N/K PVT/day PVT/day PVT/Day Ag/Day	Incorrectly, and walked into the rotating propeller. For reasons which cold mote determined the activant collided with trees during a low level seeding operation. Giorant was destroyed by storm which basepared, Avrorat was fligged and entering you to go of the collapsed basepar. Be plot attempted by a parameter on a landing appreach in party triving cross wind conditions but lost directional control and the aircraft stafled and struck the ground from a low length. Where experiencing used in the plots of deleyep planning a landing circuit until a late stage and failed to see two posts in the selected field with which the globed collects. While it covides, the plots states that there was a sudden power loss accompanied by a metallic bang-severe vibration and the smell of burning, les disched the aircraft into the sea, from which it could not be recovered. The public to directional control during as intempled take off and the aircraft ground looped, collapsing the undercarriage.	Dest. Dest. Subst. Dest. Subst.	G. Goodsti Info. Plot. Mark DIGNAM rescued. 1 OCA report incorrectly states "SA."
G? FRI DBN DPG?	Auster Piper [SZD] Cessna Cessna Cessna	1/5 PA-22[-150] 9 "Bocian" Glider 180[F]	22.12.63. 27.12.63. 28.12.63. 30.12.63. 01.01.64. 02.01.64. 04.01.64.	Bathurst aerodrome Parkes [aerodrome] near Mildura Off Tumleo Island near Bridgetown near Gunning	near Aitape	NSW NSW VIC PNG WA* NSW	N/K PVT/day PVT/day PVT/Day Ag/Day Ag/Day	Incorrectly, and walked into the rotating propeller. For reasons which cold on the determined are arrant collided with trees during a low level seeding operation. For reasons which cold on the determined are arrant collided with trees during a low level seeding operation. For exposens which cap seed are a which hargested. Arrant was fleged and ended up on top of the collispond harges. The pilot attempted to go around from a low height. All After experiencing loop around from an low height. All After experiencing loop of lift the pilot delayed planning a landing circuit until a late stage and failed to see two posts in the selected field with which the glider collided. Whilst in cruss, the pilot states that there was a sudden power loss accompanied by a metallic bang-severe vibration and the smell of burning, lies dictled the aircrait into the sea , from which it could not be recovered. The pilot tos directional control during an attempted take off and the aircraft ground looped, collagoing the undercarrage, filother aircraft for sund plan out in a sunderplace take off.	Dest. Dest. Subst. Dest.	
G?	Auster Piper [SZD] Cessna Cessna	J/5 PA-22[-150] 9 "Bocian" Glider 180[F]	22.12.63. 27.12.63. 28.12.63. 30.12.63. 01.01.64.	Bathurst aerodrome Parkes (aerodrome) near Mildura Off Tumleo Island near Bridgetown	near Aitape	NSW NSW VIC PNG WA*	N/K PVT/day PVT/day PVT/Day Ag/Day Ag/Day	incorrectly, and walked into the rotating propeller. For reasons which cold not be determined the aircraft collided with trees during a low level seeding operation. For reasons which cold not be determined the aircraft collided with trees during a low level seeding operation. For reasons which cold not be determined the aircraft collided with trees during a low level of the collapsed hanger. The plus statempted by atoms which hangered, Aircraft was fligged and ended upon top of the collapsed hanger. The plus statempted upon a power and the aircraft stalled and struct the ground from a low height. Their experiencing low of in the plust deleyed planning a landing circuit until a late stage and failed to see two posts in the selected field with which the global collided. Whils it or union, the float states that there was a sudden power loss accompanied by a metallic bang-severe vibration and the smell of burning, we disched the aircraft into the sea, from which it could not be recovered. The plust but directional control during an aircraft scalled aircraft ground belonged, collapsing the undercarriage. The aircraft run into rough ground collapsing the undercarriage following a tall wheel table believe on in attempted take eff. In During practice high states takes of all or designing the undercarriage.	Dest. Dest. Subst. Dest. Subst.	
G? FRI DBN DPG?	Auster Piper [SZD] Cessna Cessna Cessna	1/5 PA-22[-150] 9 "Bocian" Glider 180[F]	22.12.63. 27.12.63. 28.12.63. 30.12.63. 01.01.64. 02.01.64. 04.01.64.	Bathurst aerodrome Parkes [aerodrome] near Mildura Off Tumleo Island near Bridgetown near Gunning	near Aitape	NSW NSW VIC PNG WA* NSW	N/K PVT/day PVT/day PVT/Day Ag/Day	Incorrectly, and walked into the rotating propeller. For reasons which could not be determined an arrivalt collided with trees during a low level seeding operation. For reasons which could not be determined an arrivalt collided with trees during a low level seeding operation. For a low seeding the property of the policy of the policy of the policy of the policy of the policy of the policy of the policy of the policy of the policy delayed planning a londing creat under a late stage and failed to see two posts in the selected field with which the glost colliders of the policy of the policy delayed planning a londing creat under a late stage and failed to see two posts in the selected field with which the glost colliders of the policy delayed planning a londing creat under a late stage and failed to see two posts in the selected field with which the glost colliders of the policy of the	Dest. Dest. Subst. Dest. Subst.	
KSW DGC G_? FRI DBN DPG? UTJ SAE?	Auster Piper [SZD] Cessna Cessna Cessna Bell Auster	1/5 PA-22[-150] 9 "Bocian" Glider 180[F] 180 476-381	22.12.63. 27.12.63. 28.12.63. 30.12.63. 01.01.64. 02.01.64. 04.01.64. 12.01.64.	Bathurst aerodrome Parkes [aerodrome] near Mildura Off Tumleo Island near Bridgetown near Gunning Mount Otto Toonpan	near Altape Albany	NSW NSW VIC PNG WA* NSW PNG QLD	PVT/Day PVT/Day PVT/Day Ag/Day Ag/Day Trig/Day Solo PVT/Day	Incorrectly, and walked into the rotating propeller. For reasons which could not be determined an arrivalt collided with trees during a low level seeding operation. For reasons which could not be determined an arrivalt collided with trees during a low level seeding operation. For reasons which could not be determined to a service and extended up to the pile of the critiques bragate. The pile statement of part arrival for the pile of the pile of the pile of the critiques and extended to the critiques and extended to see two posts in the selected field with which the glider collided. Whilst in crusis, the pilot states that there was a sudden power loss accompanied by a metallic bang-severe vibration and the smell of burning, like disched the aircraft into the sea, from which it could not be recovered. The pile to state deviced control during an artivaged table of and an aircraft pound looped, collapsing the undercrariage. The aircraft an into rough ground collapsing the undercrariage following a table wheel tube failure on in attempted take off an Court part of the pilot table recoverable takes off an discraft ground looped, collapsing the undercrariage. The aircraft an into rough ground collapsing the undercrariage following a table wheel tube failure on in attempted take off. The pilot table device that the table shadings in strong and goal your docurations they post failed to establish the file and availability before commencing the filly failure when the engine power failed on final approach due to exhaustion of the telescit as he has landed short colliding with trees and agally.	Dest. Dest. Subst. Dest. Subst. Subst. Subst. Subst.	F.DCA report incorrectly states "S.A." Rego confirmed G.Goodall.
G? FRI DBN DPG?	Auster Piper [SZD] Cessna Cessna Cessna Bell	1/5 PA-22[-150] 9 "Bocian" Glider 180[F] 180 47G-381	22.12.63. 27.12.63. 28.12.63. 30.12.63. 01.01.64. 02.01.64. 04.01.64. 10.01.64.	Bathurst aerodrome Parkes [aerodrome] near Mildura Off Tumleo Island near Bridgetown near Gunning Mount Otto	near Altape Albany	NSW NSW VIC PNG WA* NSW PNG	PVT/day PVT/day PVT/Day Ag/Day Ag/Day Ag/Day Trng/Day Trng/Day Trng/Day	Incorrectly, and walked into the rotating propeller. For reasons which could not be determined an arrivalt collided with trees during a low level seeding operation. For reasons which could not be determined an arrivalt collided with trees during a low level seeding operation. For a low seeding the property of the policy of the policy of the policy of the policy of the policy of the policy of the policy of the policy of the policy delayed planning a londing creat under a late stage and failed to see two posts in the selected field with which the glost colliders of the policy of the policy delayed planning a londing creat under a late stage and failed to see two posts in the selected field with which the glost colliders of the policy delayed planning a londing creat under a late stage and failed to see two posts in the selected field with which the glost colliders of the policy of the	Dest. Dest. Subst. Dest. Subst. Subst. Subst.	
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KSW DGC G_? FRI DBN DPG? UTJ SAE?	Auster Piper (SZD) Cessna Cessna Cessna Bell Auster (CZL)	1/5 PA-22[-150] 9 "Boclan" Glider 180[F] 180 180 476-381 1.5F Meta Sokol L40	22.12.63. 27.12.63. 28.12.63. 30.12.63. 01.01.64. 02.01.64. 04.01.64. 12.01.64.	Bathurst arrodrome Parkes Jacordome) near Mildura Off Tumbes Island near Bridgetown near Bridgetown near Gunning Mount Otto Toonpan Wallacia	near Altape Albany	NSW NSW VIC PNG WA* NSW PNG QLD NSW	PVT/day PVT/day PVT/day PVT/Day Ag/Day Ag/Day Trng/Day Solo PVT/Day Trng/Day Dual	incorrectly, and walked into the rotating propeller. For reasons which cold must be determined the activant collided with trees during a low level seeding operation. Given was destroyed by storm which haspered, Arrest was fligged and entering you to go if the collapsed hasper The pilot stitempted by a parameter which haspered. Arrest was fligged and entering you to go if the collapsed hasper The pilot stitempted by a parameter which has a pilot pilot you can be pilot to go and form a low legit. Which the good of tons a low legit. Which is could, it is the pilot states that there was a studden power loss accompanied by a metallic bang severe vibration and the smell of burning, les dicted the aircraft into the sea, from which it could not be recovered. The pilot to differential control during an attempted take off and the aircraft ground looped, collapsing the undercraringe. The aircraft are into rough ground collapsing the undercraringe following a tall wheel tube follows on a stempted take off. On organization and the smell of burning protects high pilot tool directional control during an attempted take with an advantage of the pilot tool directional control during an attempted take with an all wheel tube follows on in attempted take off. Direction practice high pilot take directional dendings in strong and goally wind conditions they lost fades to correct a learn off at lift-off and the main order struck the ground, causing the helicopter to roil over. The pilot take directions the development of the based short, colliding with trees and a paly. The pilot takes the control are attempted take off. The post weight struck the areas and an attempted take off. The post weight struck the convention an attempted take off. The post weight struck the areas and a structing collided with a tree sturning and a fence.	Dest. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst.	F.DCA report incorrectly states "S.A." Rego confirmed G.Goodall.
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ENA										
	Piper	PA-25	06.03.64.	near Mackay		QLD	PVT/Day	There was an engine power failure enroute arising from a broken exhaust valve, and in the ensuing forced landing on a beach the aircraft collided	Subst.	
01463	Doorb	M35 Bonanza	10.03.64.	Wilesenia serodromo		NSW	PVT/Day	with a rocky outcrop.	Codest	
BMCr	Beech	M35 Bonanza	10.03.64.	Wilcannia aerodrome		NSW	PV I/Day	The pilot inadvertantly used the auxiliary tanks for take-off and engine power was lost at about 100 feet when the tank outlet became uncovered. The aircraft then stalled in an attempt to land straight ahead and struck the ground with the undercarriage retracted.	Subst.	
DUT	[CZL]	Meta Sokol L40	12.03.64.	Canberra aerodrome		NSW	PVT/Day	Engine power failed on final approach for landing because of exhaustion of fuel in the selected tank. The aircraft was then landed in a clouded field.	Subst.	Reen confirmed G Goodall
IISI	DeHavilland	83	16.03.64	[Shackleton?]		WΔ	777	any power interest or many proposer for any summing declaration or declaration or need to the succession of the summer of the su	Juon.	I S Data
DEO?	Cessna	180D	22.03.64.	Wandalga	NE Gilgandra	NSW	Ag/Day	The pilot abandoned the take-off when the rudder control system became disconnected but the aircraft ground looped, collapsing the undercarriage.	Subst.	
	Cessna	185	23.03.64.	Pagei		PNG	CHTR/Day	The pilot attepmted a short landing from a gliding approach, but when close to the threshold he allowed it to stall and it struck a bank, collapsing	Subst.	
								the undercarriage.		
BQH	Percival	Proctor 1	27.03.64.	Trefoil Island		TAS	PVT/Day	Pilot continued approach over rising terrain after losing sight of strip, and landed into long grass where the aircraft collided with a hidden scraper	Subst.	The aircraft was later stripped of useable parts and burned.
								and stood on it's nose.		Owner K.F. Jaeger of Smithton, Tasmania.
MTA	Piper	PA-25[-235]	30.03.64.	Wee Waa		NSW	Ag/Day	Pilot continued at a low level after completing header runs, and the aircraft collided with power transmission cables, struck the ground and caught	Dest.	
-	Cessna	185	04.04.64.	Esperance		WA	4 - 10	tire. The pilot overshot on a landing approach and the aircraft overturned when he applied harsh sustained braking during the landing roll.	Subst.	
INΔ	Douglas	DC-68	14 04 64	*Melhourne Airport		VIC	Ag/Day RPT/Day	The pilot oversnot on a landing approach and the aircraft overturned when he applied harm sustained or aking our ing the landing roll. A feature speak led to feither of the area collected in the aircraft overturned when he applied harm sustained or aking our ing the landing roll. A feature speak led to feither of the area collected by the aircraft overturned when he applied harm sustained or aking our ing the landing roll.	Subst.	A detailed account of the incident can be found at AussieAirliners.org
IIVA	Douglas	DC-0B	14.04.04.	(*Essendon)		VIC	KF1/Day	A fatigue crack led to failure of the propeller blade [on the number 3 engine] just after take-off, and the resulting imbalance caused the remainder of the propeller [the two remaining blades and the hub] and the engine [some time later] to become separated from the engine	Subst.	http://www.aussieairliners.org/scrapbook/dc-6/vhinasaga.html*
DPG?	Cessna	180	21.04.64.	Blayney		NSW	Ag/Day	During the landing roll the pilot decided to go-around, but the aircraft failed to clear a fence on rising ground and then collided with rocks.	Subst.	пердинизмаления столу эт вресокрас сутинализменти
PAS	Piper	PA-25[-150]	29.04.64.	near Tully		QLD	Ag/Day	Whilst operating close to a known power line, the pilot allowed his attention to be diverted. The aircraft collided with a cable dived to the ground	Dest.	
								and caught fire.		
COE	Yeoman	YA-1	29.04.64.	Myponga		SA	Ag/Day	Following a heavy downwind landing in which a wheel hub fractured, the pilot applied braking causing the aircraft to nose-down then ground loop.	Subst.	Rego confirmed G.Goodall.
		Cropmaster								
DPG?	Cessna	180	03.05.64.	near Scone		NSW	Ag/Day	The pilot overshot in a downwind landing, and the aircraft overturned when severe braking was applied.	Subst.	
BPA	Cessna	185[A]	10.05.64.	near Weipa	[Piccaninny Flats nr. Merluna Station.]	QLD	CHTR/Day	Engine power failed because of disconnection of the throttle linkage arising from undetected wear, and the aircraft collided with a tree during the	Subst.	Pilot and Pax rescued by US Navy helicopter from the LST 'Harristown' on exercises
GWW	Cessna	175	12.05.64.	near Guyra	Meriuna Station.j	NSW	CHTR/Day	ensuing forced landing. The aircraft touched down in cross-wind conditions and slid sideways off the strip and through a fence. The pilot's drift correction was inadequate.	Subst.	in Princess Charlotte Bay and flown to Weipa. Pilot: Leslie BENNETT. Air Taxis Australia. Charter from Melbourne
DAI	Percinal	ED 0	12.05.64	Gin Gin		WA	An/Day	The set of the control with the control with a set of the control with	Subst	Dia- HODMAN
DAI	Cessna	182	14.05.64.	Fraser Island		QLD	CHTR/Day	The pilot attempted to take-off on a rough and very wet strip. Acceleration was inadequate and the take-off was abandoned at a late stage but the	Subst.	I BOL. HODRING
							,,	overturned in the soft ground.		
RIL	Cessna	182[E]	15.05.64.	near Maitland	Rutherford (J.S.)	NSW	PVT/Day	Shortly after take-off an engine fire occurred and a forced landing was carried out after which the aircraft was burnt out. The source of the escaping	Dest.	Pilot: R.BROWN.
								fuel was not determined.		
	Yeoman	YA-1 Cropmaster	19.05.64.	near Benalla		VIC	Ag/Day	Filot hand started the engine with throttle wide open and aircraft jumped chocks, eventually colliding with a tree.	Subst.	
AAL	[DeHavilland]	DHC-2	20.05.64.	[Big Hill]	near Goulburn	NSW	Ag/Day	Shortly after take off engine power failed probably because of exhaustion of the selected fuel tank and the aircraft struck a tree in the ensuing	Subst.	
DUB	C71	Aero 145	13.06.64	Rankstown aerodrome		NSW	N/K	forced landing. Gendi Gondall's website reports: "Crashed on take-off due to premature retraction of undercarriage." Repaired by NAVAIR. Rankstown	L	Rego contirmed G.Goodall.
		110.000						Geoff Goodall's website reports: "Crashed on take-off due to premature retraction of undercarriage." Repaired by NAVAIR, Bankstown.	Subst.	G.Goodall also has date "19.05.64."
BXG	Cessna	210	18.06.64.	near Burketown		QLD	PVT/Day	The pilot, who was not qualified for instrument flight, attempted to take off in thick fog conditions and shortly afterwards the aircraft struck the ground out of control.	Dest.	1
DNE3	Cessna	172[F]	21.06.64.	near Minlaton		SA.	PVT/Day	ground out of control. For reasons which have not been determined the aircraft collided with the upwind boundary fence during an attempted take-off. The pilot states	Subst	
UNEY	cessna	1/2[1]	21.00.04.	near williaton		3A	rv i/Day	For reasons which have not been determined the aircraft collided with the upwind boundary tence during an attempted take-off. The pilot states that the aircraft failed to respond to his up-levator movement.	suust.	1
SBO	Douelas	DC-3-S1C3G	21.06.64.	Lae airstrip		PNG	RPT/Day	that the anctart raises to respons to this up-revealed model. The anctart raises to respons to this up-revealed model model model model model. The anctart raises to respons to this up-revealed model model model model model. The anctart raises to responsible model	Subst	
DCY	Piper	PA-24-250	22.06.64.	*Ironbank	near Adelaide	SA	PVT/Day	The pillot, not qualified for instrument flight, flew the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of	Dest.	Crash location also reported as 'Ironbark'.
								a hill.		4,
UYO	[DeHavilland]	87B Hornet Moth	22.06.64.	Cardigan (J.S.)	near Ballarat	VIC	PVT/Day	The pilot, who was not qualified for instrument flight, attempted to find his destination in low cloud and rain but the aircraft flew into level ground.	Dest.	Pilot: A.Mahoney. PAX: T.Twyerould. (crash location "Cardigan railway crossing").
AVR	[DeHavilland]	DHC-2	09.07.64.	near Aberfoyle	near Armidale (J.S.)	NSW	Ag/Day	During a spreading run a lift strut end fitting failed as a result of fatigue cracking causing the wing to fold and the aircraft struck the ground out of	Dest.	
								control.		
UTB	Bell	47G-2	12.07.64.	Mount Tom Price		WA	N/K	Reported [AHSA] "Transmission system failed on take-off. The helicopter crashed from a height of about 100 feet and was extensively damaged".	Subst.	Rebuilt and later crashed near Coen,Q. on 04.06.66.
CFA	Beech	33	01.08.64.	*Italian Gully	near Ballarat	VIC	PVT/Day	The pilot, who was not qualified for instrument flight, lost control whilst flying in cloud at a low height and the aircraft dived into the fround.	Dest.	" Crash location also reported as "Staffordshire Reef"
		(Beech 35-B33)		[20 nm S Ballarat]						Pilot: I LENNOX.
GBT	Cessna	182E	13.08.64.	Kalgoorlie aerodrome		WA	N/A	Reported: "Blown over while parked."	Subst.	G.Goodall data.
	[DeHavilland]	DHC-2	18.08.64.	near Deepwater		NSW	Ag/Day	The passenger slipped while disembarking and stumbled into the rotating propeller.	Nil	G.Goodall data.
IHE	Hughes Cessna	269B 172	19.08.64. 20.08.64.	near Rockhampton Cowell		QLD SA	N/K CHTR/Day	Repoprted: "Damaged by fire when long grass under the machine was ignited after landing." After disembarking, the passenger's attention was concentrated on waiting friends, and she inadvertantly walked into the rotating propeller.	Subst.	G.Goodall data.
	Yeoman	YA-1 Cronmaster	21.08.64	near Kerang		VIC	Ag/Day	puter opermaning gue passenger a sterrious was concernated on wanting menos, and site industrially waiked into the rotating properer. The aircraft overturing as a result of the excessive use of wheel brakes after four-drown.	Subst	
BSX	Auster	158	22.08.64	Penong		SA	PVT/Day	Reported: "Crashed"	N/K	G Goodall data. Aircraft owned Frederick KFLLY of Penong
CYS	Jodel	D9 Ultralight	23.08.64.	Canberra aerodrome		ACT	PVT/Day	The pilot states that the engine lost power at 70 feet after take-off. In attempting to reland the aircraft struck the runway heavily nose down when	Subst.	Rego confirmed G.Goodall.
							,,	it did not respond to elevatos control at the low speed existing. The cause of the power loss could not be determined.		
BYH	Auster	J.5G "Cirrus Autocar"	24.08.64.	near Strathpine	near Brisbane	QLD	PVT/Day	AHSA Reports: "Overturned on landing after the pilot applied the brakes".	Subst.	Pilot: M. HANLEY.
RFK	Cessna	1828	01.09.64.	near Cowra		NSW	Ag/Day	AHSA Reports: "Crashed soon after take-off, pilot not injured but aircraft wrecked". ".	Subst.	Pilot: D.THOMPSON. [Aircraft rebuilt].
EXA	Dornier	*DO-27H-Z	03.09.64.	Dumpu (J.S.)	near Tauta (DCA)	PNG	CHTR/Day	Engine power failed immediately after take-off for reasons undetermined, and a forced landing had to be made on boulders in a river bed, during	Dest.	DCA report quotes type as DO-27H-Z. Actual DO-27H-2 Pilot: Ray JAENSCH killed. Ops. By Lutheran Mission Aviation Service.
								which the aircraft caught fire.		Pilot: Ray JAENSCH killed. Ops. By Lutheran Mission Aviation Service.
AWM	Cessna	185B	03.09.64.	Gora		PNG	PVT/Day	The pilot attempted to take-off on a strip which was too short and too soft, and when he applied brake to abandon the take-off the aircraft overturned	Subst.	Ops. By Anglican Mission.
					near Dandenong		PVT/Day			
D1///		0116.4		Bangholme		VIC		During a practice forced landing it is probable that the pilot misjudged his ground clearance in a side-slip manoeuvre, and the aircraft struck the		Pilot: R.Westbrook. Pax: T.McKenzie.
RVK	[DeHavilland]	DHC-1	08.09.64.		near bandenong			are and and an obstitue	Dest.	
RVK	[DeHavilland] Yeoman			Gladstone	ilear Dailderlong	SΔ		ground and caught fire.	Dest.	
-	Yeoman [DeHavilland]	YA-1 Cropmaster	09.09.64.	Gladstone near Derrinallum	near Danderlong	SA VIC	Ag/Day	ground and caught fire. One wheel brake remained locked on when the pilot released pressure during the landing roll and the aircraft nosed over.	Subst.	Pilet- W CLANCY
RVK BKA/2 BGA	Yeoman [DeHavilland] [DeHavilland]		09.09.64. 10.09.64.	Gladstone near Derrinallum near Cunderdin	rical Daliteriorig	VIC	Ag/Day Ag/Day	ground and caught fire. One wheel brake remained locked on when the pilot released pressure during the landing roll and the aircraft nosed over. En route to the syraying site the aircraft encountered turbulence and was unable to clear a line of trees on rising terrain.	Subst.	PROE W.CLANCY.
BKA/2	Yeoman [DeHavilland] [DeHavilland]	YA-1 Cropmaster DH-82	09.09.64.		iteal Daliuellong		Ag/Day	ground and caught fire. One wheel brake remained locked on when the pilot released pressure during the landing roll and the aircraft nosed over.	Subst.	Pilot W.CLANCY.
BKA/2 BGA BCG	Yeoman [DeHavilland] [DeHavilland] Auster	YA-1 Cropmaster DH-82	09.09.64. 10.09.64.		near variumong	VIC	Ag/Day Ag/Day	ground and caught free. One whele braise remained locked on when the pilot released pressure during the landing roll and the aircraft nosed over. Enroute to the praying site the aircraft encountered turbulence and was unable to clear a line of trees on rising terrain. Description is only level insection of a proposed frainging sitche privarcraft collided with wires, of his the pilot was previously aware but did not see on	Subst.	Pilot: W.CLANCY. G.Goodali data. Owned J.T.HALDANE of Bute.
BKA/2 BGA BCG ELH	Yeoman [DeHavilland] [DeHavilland] [DeHavilland] Auster Aero Comm.	YA-1 Cropmaster DH-82 DH-82 3 680F	09.09.64. 10.09.64. 11.09.64. 13.09.64 13.09.64.		near variuenong	VIC WA SA QLD	Ag/Day Ag/Day PVT/Day PVT/Day N/K	ground and caught free. One whele braise remained locked on when the pilot released pressure during the landing roll and the aircraft nosed over. Enroute to the praying site the aircraft encountered turbulence and was unable to clear a line of trees on rising terrain. Description is only level insection of a proposed frainging sitche privarcraft collided with wires, of his the pilot was previously aware but did not see on	Subst.	
BKA/2 BGA BCG ELH RYK	Yeoman [DeHavilland] [DeHavilland] Auster Aero Comm. Cessna	YA-1 Cropmaster DH-82 DH-82 3 680F 172D	09.09.64. 10.09.64. 11.09.64. 13.09.64 13.09.64. 14.09.64.	near Cunderdin Bute Brisbane Airport Moorabbin aerodrome	near Danizerung	VIC WA SA QLD VIC	Ag/Day Ag/Day PVT/Day PVT/Day N/K N/K	ground and caught free. One whele brake menuined locked on when the pilot released pressure during the landing roll and the aircraft nosed over. Enroute to the spraying site the aircraft encountered turbulence and was unable to clear a line of trees on rising terrain. During a low level inspection of a proposed landing site, the aircraft collided with wires, of which the pilot was previously aware but did not see on this occasion. Imported: "Damaged." Resported: "Damaged are aware got a release to the aircraft which taxing a landing and a release to the aircraft which taxing a release to the aircraft which taxing a release to the aircraft which taxing a release to the aircraft which taxing a release to the aircraft which taxing a release to the aircraft while taxing."	Subst. Subst. Subst. Subst. Subst. Subst. Subst.	
BKA/2 BGA BCG ELH RYK RGU	Yeoman [DeHavilland] [DeHavilland] Auster Aero Comm. Cessna Cessna	YA-1 Cropmaster DH-82 DH-82 DH-82 3 680F 172D 180	09.09.64. 10.09.64. 11.09.64. 13.09.64. 13.09.64. 14.09.64. 15.09.64.	near Cunderdin Bute Brisbane Airport Moorabbin aerodrome near Canowindra	near Danizerrung	VIC WA SA QLD VIC NSW	Ag/Day Ag/Day PVT/Day PVT/Day N/K N/K Ag/Day	ground and caught fee. Growther that caught fee. Growther that remained locked on when the pilot released pressure during the landing roll and the aircraft mosed over. Growther that remained locked on when the pilot released pressure during the landing roll and the aircraft collection. Growther that the spraying size the aircraft encolorated turndence and was unable to clear a line of trees on insig ternal. Donne a low level inspection of a proposed intelling size, the aircraft collided with vierx, of which the pilot was previously aware but did not see on Control and Co	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	
BKA/2 BGA BCG ELH RYK RGU AFY*	Yeoman [DeHavilland] [DeHavilland] Auster Aero Comm. Cessna Cessna Avro	YA-1 Cropmaster DH-82 DH-82 3 680F 1720 180 643	09.09.64. 10.09.64. 11.09.64. 13.09.64. 13.09.64. 14.09.64. 15.09.64.	near Cunderdin Bute Brisbane Airport Moorabbin aerodrome near Canowindra near Mount Tyson	itea Daluerius	VIC WA SA QLD VIC NSW QLD	Ag/Day Ag/Day PVT/Day PVT/Day N/K N/K Ag/Day Ag/Day	ground and caught free. One wheel brake remained locked on when the pilot released pressure during the landing roll and the aircraft nosed over. Enroute to the spraying list the aircraft encountered furbidence and was unable to clear a line of trees on rising terrain. During a low level inspection of a proposed landing site, the aircraft collided with wires, of which the pilot was previously aware but did not see on this occasion. Reported: "Dampaged." Reported: "Therefore are and applications of the aircraft stabled at about 30 feet, landed heavily and nosed over. Reported: "Dampage that a wad got strains; the aircraft shalled at about 30 feet, landed heavily and nosed over. A person acting as a makerier, aircraft colling and without 5 flags works by the aircraft shalled at about 30 feet, landed heavily and nosed over.	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Nil	G. Goodell data. Owned J.T. HALDANIE of Bute. G. Goodell data. G. Goodell data. **I Reg. confirmed G. Goodell. **I Reg. confirmed G. Goodell.
BKA/2 BGA BCG ELH RYK RGU	Yeoman [DeHavilland] [DeHavilland] Auster Aero Comm. Cessna Cessna	YA-1 Cropmaster DH-82 DH-82 DH-82 3 680F 172D 180	09.09.64. 10.09.64. 11.09.64. 13.09.64. 13.09.64. 14.09.64. 15.09.64.	near Cunderdin Bute Brisbane Airport Moorabbin aerodrome near Canowindra	iteal ballutioning	VIC WA SA QLD VIC NSW	Ag/Day Ag/Day PVT/Day PVT/Day N/K N/K Ag/Day	ground and caught fire. Growther but a caught fire. Growther but the remained locked on when the pilot released pressure during the landing roll and the aircraft moted over. Growther but the spraying side the aircraft encountered trundence and was unable to clear a line of trees on insig terrain. Growther but the spraying side the aircraft encountered trundence and was unable to clear a line of trees on insig terrain. Growther but the spraying side the aircraft encountered trundence and was unable to clear a line of trees on insig terrain. Growther but the spraying side the aircraft encountered trundence and the spraying side of the spraying side	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	
BKA/2 BGA BCG ELH RYK RGU AFY*	Yeoman [DeHavilland] [DeHavilland] Auster Aero Comm. Cessna Cessna Avro	YA-1 Cropmaster DH-82 DH-82 3 630F 1720 180 643	09.09.64. 10.09.64. 11.09.64. 13.09.64. 13.09.64. 14.09.64. 15.09.64. 18.09.64.	near Cunderdin Bute Brisbane Airport Moorabbin aerodrome near Ganowindra near Mount Tyson Singleton	itea Dalberong	VIC WA SA QLD VIC NSW QLD NSW	Ag/Day Ag/Day PVT/Day PVT/Day N/K N/K Ag/Day Ag/Day Ag/Day	ground and caught fire. One whede brake menuined locked on when the pilot released pressure during the landing roll and the aircraft nosed over. Enroute to the spraying site the aircraft encountered turbulence and was unable to clear a line of trees on rising terrain. Driving a low level inspection of a proposed landing site, the aircraft collided with wires, of which the pilot was previously aware but did not see on this occasion. Reported: "Damaged." Reported: "Damaged area and on lending." Reported: "Turbulercraringe damaged on lending." Reported: "Surge and are a word gost straint; the aircraft safeled at about 30 feet, landed heavily and nosed over. A peron acting as a marker; in dark colling and without a figure surful by the aircraft safeled at about 30 feet, landed heavily and nosed over. A peron acting as a marker; in dark colling and without a figure surful by the aircraft safeled in a furth of the pilot was not cleaned as required. Aircraft safeled in a turn to gain a better climb out path, struck the ground acrathweled.	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	G Goodel data. Owned JT HALDANK of Bute. S Goodel data. S Goodel data. S Goodel data. S Goodel data. S Goodel data. S Goodel data. S Goodel data. Tot: C S HARLE.
BKA/2 BGA BCG ELH RYK RGU AFY*	Yeoman [DeHavilland] [DeHavilland] Auster Aero Comm. Cessna Cessna Avro	YA-1 Cropmaster DH-82 DH-82 3 680F 1720 180 643	09.09.64. 10.09.64. 11.09.64. 13.09.64. 13.09.64. 14.09.64. 15.09.64.	near Cunderdin Bute Brisbane Airport Moorabbin aerodrome near Canowindra near Mount Tyson	itea Delibertung	VIC WA SA QLD VIC NSW QLD	Ag/Day Ag/Day PVT/Day PVT/Day N/K N/K Ag/Day Ag/Day	ground and caught fire. Growther but a caught fire. Growther but the remained locked on when the pilot released pressure during the landing roll and the aircraft moted over. Growther but the spraying side the aircraft encountered trundence and was unable to clear a line of trees on insig terrain. Growther but the spraying side the aircraft encountered trundence and was unable to clear a line of trees on insig terrain. Growther but the spraying side the aircraft encountered trundence and was unable to clear a line of trees on insig terrain. Growther but the spraying side the aircraft encountered trundence and the spraying side of the spraying side	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Nil	G Goodel data. Owned JT HALDANK of Bute. S Goodel data. S Goodel data. S Goodel data. S Goodel data. S Goodel data. S Goodel data. S Goodel data. Tot: C S HARLE.
BKA/2 BGA BCG ELH RYK RGU AFY* CXA	Yeoman [DeHavilland] [DeHavilland] Auster Aero Comm. Cessna Cessna Avro Cessna [DeHavilland]	VA-1 Cropmaster DH-82 DH-82 DH-82 3 680F 1720 180 643 180 DHC-1	09.09.64. 10.09.64. 11.09.64. 13.09.64. 13.09.64. 14.09.64. 15.09.64. 18.09.64. 20.09.64.	near Cunderdin Bute Bisbase Airport Moorabbin aerodrome near Canowindra near Mount Tyson Singleton Williamtown aerodrome		VIC WA SA QLD VIC NSW QLD NSW NSW	Ag/Day Ag/Day PVT/Day PVT/Day PVT/Day N/K N/K Ag/Day Ag/Day Ag/Day	ground and caught free. One wheel brake menuined locked on when the pilot released pressure during the landing roll and the aircraft nosed over. Convoice to the spraying size the aircraft encountered furbidence and was unable to clear a line of trees on rising terrain. Dirtring a low level inspection of a proposed landing size, the aircraft collided with wires, of which the pilot was previously aware but did not see on this occasion. Reported: "Damaged." Reported: "Thursterrainge damaged on landing." Reported: "Damaged has a wad gost strains; the aircraft sabilet asying." The pilot allowed airqueed to reduce until the aircraft sabilet asying." Reported: "Damaged has a wad gost strains; the aircraft sabilet asying." The pilot allowed airqueed to reduce until the aircraft sabilet asy about 30 freeLlanded heavily and nosed over. A person acting as a marker in adri choling and without a filips wastub; by the aircraft and kilded. Fingine tots power on take-off necase dust-choled air filter was not cleaned as required. Aircraft stabled in a turn to gain a better climb out path, struck the ground and carrawheeled. The pilot attempted a low level very steep turn with full flap down and half engine power to align the aircraft for landing, Because of inadequate pened for the manoscover.	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	Gooded data. Owned JT HALDANK of Bute. Gooded data. Goode
BKA/2 BGA BCG ELH RYK RGU AFY*	Yeoman [DeHavilland] [DeHavilland] Auster Aero Comm. Cessna Cessna Avro	YA-1 Cropmaster DH-82 DH-82 3 630F 1720 180 643	09.09.64. 10.09.64. 11.09.64. 13.09.64. 13.09.64. 14.09.64. 15.09.64. 18.09.64. 20.09.64.	near Cunderdin Bute Brisbane Airport Moorabbin aerodrome near Ganowindra near Mount Tyson Singleton	sol heritations	VIC WA SA QLD VIC NSW QLD NSW NSW NSW	Ag/Day Ag/Day PVT/Day PVT/Day N/K N/K Ag/Day Ag/Day Ag/Day PVT/Day PVT/Day	ground and caught fire. The wheel brain emailined locked on when the pilot released pressure during the landing roll and the aircraft noted over. En route to the spraying like the aircraft encountered turbulence and was unable to clear a like of trees on single terrain. Diving a low level brain extraction of a prosposed intending sine, the aircraft colleded with virties, of which the pilot was previously aware but did not see on this occasion. An extraction "Accessed" Accessed "Accessed" Accessed "Changed Brain a wind got story is the aircraft shalled as the service of the aircraft and accessed and accessed and accessed and accessed and accessed and accessed and accessed and accessed and accessed and accessed and accessed and accessed and accessed accessed and accessed and accessed and accessed accessed and accessed and accessed and accessed accessed and accessed and accessed accessed and accessed and accessed accessed and accessed and accessed accessed and accessed accessed and accessed accessed and accessed and accessed accessed and accessed and accessed accessed and accessed and accessed accessed accessed and accessed accessed and accessed and accessed accessed and accessed and accessed accessed and accessed and accessed accessed and accessed accessed and accessed accessed and accessed accessed and accessed accessed accessed and accessed accessed accessed accessed and accessed accessed accessed accessed and accessed acc	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	G Goodel data. Owned JT HALDANK of Bute. S Goodel data. S Goodel data. S Goodel data. S Goodel data. S Goodel data. S Goodel data. S Goodel data. Tot: C S HARLE.
BKA/2 BGA BCG ELH RYK RGU AFY* CXA RND	Yeoman [DeHavilland] [DeHavilland] Auster Aero Comm. Cessna Cessna Avro Cessna [DeHavilland] Cessna	VA-1 Cropmaster DH-82 DH-82 DH-82 3 G8007 172D 180 643 180 DHC-1 172E	09.09.64. 10.09.64. 11.09.64. 13.09.64 13.09.64. 13.09.64. 15.09.64. 18.09.64. 20.09.64. 21.09.64. 22.09.64.	near Cunderdin Bute Brishare Aliport Moorabbin aerodrome near Canowindra near Mont Typon Singleton Williamtown aerodrome near Trangie		VIC WA SA QLD VIC NSW QLD NSW NSW	Ag/Day Ag/Day PVT/Day PVT/Day N/K N/K Ag/Day Ag/Day Ag/Day Ag/Day PVT/Day PVT/Day	ground and caught fire. One wheel brain emailmed locked on when the pilot released pressure during the landing roll and the aircraft mosed over. Con route to the spraying lite the aircraft encountered trubulence and was unable to clear a line of trees on rising terrain. Commander to the spraying lite the aircraft encountered trubulence and was unable to clear a line of trees on rising terrain. Commander to the spraying lite the aircraft encountered trubulence and was unable to clear a line of trees on rising terrain. Compress the commander of the control of proposed turning site, the aircraft stalled with wires, of which the pilot was previously aware but did not see on this occasion. Compress the Commander of the control of the commander of the commander of the control of the commander of the control of the commander of the control of the commander of the control of the commander of the control of the commander of the control of the commander of the control of the commander of the control of the commander of the control of the commander of the control of the commander of the control of the co	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Nil Subst. Subst. Dest.	Gooded data. Owned JT HALDANK of Bute. Gooded data. Goode
BKA/2 BGA BCG ELH RYK RGU AFY* CXA RND	Yeoman [DeHavilland] [DeHavilland] Auster Aero Comm. Cessna Cessna Avro Cessna [DeHavilland] Cessna	VA-1 Cropmaster DH-82 DH-82 DH-82 3 680F 1720 180 643 180 DHC-1 172E FN333 Riviera	09.09.64. 10.09.64. 11.09.64. 13.09.64. 13.09.64. 14.09.64. 15.09.64. 18.09.64. 20.09.64.	near Cunderdin Bute Brishare Aliport Moorabbin aerodrome near Canowindra near Mont Typon Singleton Williamtown aerodrome near Trangie		VIC WA SA QLD VIC NSW QLD NSW NSW NSW	Ag/Day Ag/Day PVT/Day PVT/Day N/K N/K Ag/Day Ag/Day Ag/Day PVT/Day PVT/Day	ground and caught fire. One wheel brain emailmed locked on when the pilot released pressure during the landing roll and the aircraft mosed over. Con route to the spraying lite the aircraft encountered trubulence and was unable to clear a line of trees on rising terrain. Commander to the spraying lite the aircraft encountered trubulence and was unable to clear a line of trees on rising terrain. Commander to the spraying lite the aircraft encountered trubulence and was unable to clear a line of trees on rising terrain. Compress the commander of the control of proposed turning site, the aircraft stalled with wires, of which the pilot was previously aware but did not see on this occasion. Compress the Commander of the control of the commander of the commander of the control of the commander of the control of the commander of the control of the commander of the control of the commander of the control of the commander of the control of the commander of the control of the commander of the control of the commander of the control of the commander of the control of the commander of the control of the co	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Nil Subst. Subst. Dest.	Gooded data. Owned JT HALDANK of Bute. Gooded data. Goode
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BKA/2 BGA BCG ELH RYG RGU AFY* CXA RND DJD SAV	Yeoman [DeHavilland] [DeHavilland] [DeHavilland] Auster Auster Cessna Cessna Avro Cessna [DeHavilland] Cessna StAl	VA-1 Cropmater DH-82 DH-82 DH-82 3 6805 1720 180 643 180 DHC-1 TYSS Rivera Amphibian 205	09.09.64. 10.09.64. 11.09.64. 13.09.64. 14.09.64. 15.09.64. 18.09.64. 20.09.64. 21.09.64. 22.09.64. 28.09.64. 01.10.64.	near Cunderdin Bute Britame Airport Moorabbin serodrome near Canonidra near Mount Tyon Singleton Williamtown aerodrome near Trangle Bankstown aerodrome Caranrom aerodrome near Waktown aerodrome near Waktown aerodrome		VIC WA SA QLD VIC NSW QLD NSW QLD NSW WA NSW NSW NSW NSW NSW	Ag/Day Ag/Day Ag/Day PVT/Day PVT/Day N/K N/K Ag/Day Ag/Day Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day Ag/Day Ag/Day Ag/Day	ground and caught free. Growther but necessary to the search and caught free. Growther but he spraying side the aircraft encountered trundence and was unable to clear a line of tree on insig terrain. Growther but his spraying side the aircraft encountered trundence and was unable to clear a line of tree on insig terrain. Growther but his spraying side the aircraft encountered trundence and was unable to clear a line of tree on insig terrain. Growther but secretic or a prosposed insigning side, the aircraft collided with wince, of which the pilot was previously aware but did not see on Congress of Congress	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Dest. Subst.	Gooded data. Owned JT HALDANK of Bute. Gooded data. Goode
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BKA/2 BGA BCG ELH RYG RGU AFY* CXA RND DJD SAV	Yeoman [DeHavilland] [DeHavilland] [DeHavilland] Auster Aero Comm. Cessna Cessna Awro Cessna [DeHavilland] Cessna StAl Cessna	VA-1 Cropmater DH-82 DH-82 DH-82 3 6805 1720 180 643 180 DHC-1 TYSS Rivera Amphibian 205	09.09.64. 10.09.64. 11.09.64. 13.09.64. 14.09.64. 15.09.64. 18.09.64. 20.09.64. 21.09.64. 22.09.64. 28.09.64. 01.10.64.	near Cunderdin Bute Britame Airport Moorabbin serodrome near Canonidra near Mount Tyon Singleton Williamtown aerodrome near Trangle Bankstown aerodrome Caranrom aerodrome near Waktown aerodrome near Waktown aerodrome		VIC WA SA QLD VIC NSW QLD NSW QLD NSW WA NSW NSW NSW NSW NSW	Ag/Day Ag/Day Ag/Day PVT/Day PVT/Day N/K N/K Ag/Day Ag/Day Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day Ag/Day Ag/Day Ag/Day	ground and caught free. Clear wheel brain emailmed locked on when the pilot released pressure during the landing roll and the aircraft mosed over. Clear wheel brain emailmed locked on when the pilot released pressure during the landing roll and the aircraft mosed over. Clear wheel brain emailmed locked on when the pilot released pressure during the landing roll and the pilot was previously aware but did not see on During a low level response of a proposed relianding studie, the aircraft collided with when, of which the pilot was previously aware but did not see on During a low level released and the studies service. Compress Commenced files a wind gout struck the aircraft studied is also as OffereLanded heavily and roused over. A person acting as a marker in deat coloting and without a flag was struck by the aircraft and kiled. The pilot allowed sealed on the ofference was during the aircraft studied is aircraft and kiled. The pilot allowed sealed on level every street booked are filter was not cleaned as required. Aircraft stated in a turn to gain a better climb out path, struck the ground and carriwheeled. The pilot attempted as to wheel very street put my with full flap down and half engine power to align the aircraft for landing, Because of inadequate ispeed for the manuscure. The pilot flavor the surface street is a six narriwal was street to the surface of the pilot street, and a sone of the pilot street, and a sone where yet street turn with full flap down and half engine power to align the aircraft for landing, Because of inadequate ispeed for the manuscure. During performance tests at maximum weight the aircraft asisk quickly when power was reduced for round-out and struck the ground. During performance tests at maximum weight the aircraft asisk quickly when power was reduced for form out and struck the ground heavily, additionally the bird that the extremal collider with another partned aircraft (cleaned SEET, lyn4xQl) partned meeting. Here there of the policy commenced aircraft as low was	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Dest. Subst.	G Goodald data. Owned JT MALDANI of Bute. G Goodald data. G Goodald data * Reg. confirmed G. Goodalf. Pott: C HARKE. The aircraft was participating in an airchow at the BAAF base when the accident occurred. Pilot: C HONE (CFI of Royal Newcastle Aero Club). Plat: CHI DWYER.
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BKA/2 BGA BCG ELH RYK RGU AFY* CXA RND DJD SAV CXC SMQ MF77 PC67 TNA7 WGC	Veoman [Destavilland] [Destavilland] [Destavilland] [Destavilland] Auster Aero Corren. Cessna Cessna Cessna Cessna Cessna (Destavilland) [Cestna StAI Cessna [Destavilland] [Destavilland] [Destavilland] [Destavilland]	VA-1 Cropmuster DH-82 DH-82 DH-82 13 6000 1372 1372 1380 643 1390 DHC-1 1776 1793 Breiera Amphibian 205 PA-251-255] DH-82 DH-8	09.09.64. 10.09.64. 11.09.64. 13.09.64. 13.09.64. 15.09.64. 15.09.64. 18.09.64. 20.09.64. 21.09.64. 22.09.64. 21.09.64. 21.09.64. 21.09.64. 21.09.64. 21.09.64. 21.09.64. 21.09.64. 21.09.64. 21.09.64. 21.09.64. 21.09.64. 21.09.64. 21.09.64. 21.09.64. 21.09.64. 21.09.64. 21.09.64. 21.09.64.	near Cunderdin Bute Brishame Airport Moovablen kerederiner near Calvowidara near Mount Typon Singleton Williamtown aerodrome near Trangle Basistown aerodrome Carnaron aerodrome Carnaron aerodrome Carn		VIC WA SA QLD VIC NSW QLD NSW NSW NSW NSW NSW NSW NSW NSW NSW NSW	Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day PY//Day N/K N/K Ag/Day Ag/Day Ag/Day PY//Day PY//Day PY//Day PY//Day Ag/Day	ground and caught fee. Consequent for wheel brains emailmed locked on when the pilot released pressure during the landing roll and the aircraft mosed over. Consequent files wheel brains emailmed locked on when the pilot released pressure during the landing roll and the aircraft mosed over. Consequent files are consequent and aircraft emoistness goals, and aircraft was unable to clear a line of tree on insight terrain. Consequent files are consequent on a prosposed intending south, emission filed with wince, of which the pilot was previously aware but did not see on board present files and the pilot was previously aware but did not see on board and aircraft aircraft and aircraft aircraft aircraft aircraft aircraft and aircraft and aircraft	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Nil Subst. Subst. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	Goodalf data. Owned JT. MALDANE of Bute. Goodalf data Goodalf data Goodalf data Goodalf data Fig. confirmed G. Goodal. Fig. confirmed G. Goodal. The circuit was participating in an airchow at the RAAF base when the accident excursed. Role. CHOIS (CFI of Royal Newcastle Aero Cubb). Plact. CHIT DWYTS. Plact. CHIT DWYTS. Plact. A. HUBER billed.
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KEO	Piner	PA-25[-150]	27.11.64.	near Curlewis	I	NSW	Ag/Day	The aircraft was still turning at the commencement of a spraying run and the wingtip entered the crop, followed by the aircraft.	Subst	I.S. quotes accident date as '26.11.64.'
	[DeHavilland]	DH-82	28.11.64.	Camden aerodrome		NSW	PVT/Day	The pilot attempted to land over a parked glider but misjudged the height, struck it's raised wing and then landed heavily on the nose.	Subst.	
ABB	Auster	J.1 Autocrat	28.11.64.	Morphettvale		SA	??	AHSA Reports: "Crashed , Morphettvale,SA.". No further details known.	??	
ABO	Cessna	185 879 Mornet Moth	01.12.64.	Alkena St George aerodrome		PNG	PVT/Day	The pilot overshot an approach to land and at a late stage attempted to go-around, but the aircraft ran through a gutter and overturned in kunai grass. SSN Bancht 'Riversh' strawaged on around by Creleons (Blorar). SSN Bancht 'Riversh' strawaged on around by Creleons (Blorar).	Subst.	
CSH	Bell	47D-1	14.12.64.	Hopoi *		PNG	AWK/Day	New resports Senting training to United Senting Fig. 19 (1997) And the Senting Fig. 1997 (1997) And the Senting Control of Sent	Subst.	* Location also reported as 'Hopai' (to be checked)
				·				helicopter to strike the ground heavily,nose down,and the main rotor destroyed the tail boom.		
TME	Cessna	182D	16.12.64.	Yannarie	[AHSA says "nr.Inverell]	NSW	CHTR/Day	An incorrectly seated needle valve in the carburettor caused a fuel leakage whilst the aircraft was parked, and an intense fire broke out when an attempt was made to resart the engine	Dest.	
WDC	Auster	J.SF	17.12.64.	Hughenden		QLD	Trng/Day	Pilot under instruction allowed the aircraft to stall at 100 feet on approach and it struck the ground heavily and overturned.	Subst.	+
				_			(Dual)			
MFJ SKY	DeHavilland. Cessna	DH-82 175	18.12.64. 19.12.64.	? near [off] Dromana	? SSE Melbourne	? VIC	? AWK/Day	Reported as "Crashed 18.12.64" Could be a S.O.R. date for an earlier accident. (to be checked) Whilst carrying out a steep turn to investigate a shark patrol sighting the pilot allowed the aircraft to enter a steep spiral from which recovery	Subst.	Aircraft written off. Was on charter to 3UZ from Skyways Australia ,Moorabbin.
SKT	Cessna	["Skylark"]	19.12.04.	near (orr) Dromana	SSE Melbourne	VIC	AWK/Day	could not be effected before the aircraft struck the water.	Subst.	Pilot: Dennis Berry and 3 Pax. One was 3UZ from Skyways Australia , Mooraboin.
PUA?	Cessna	172B	19.12.64.	Cairns [aerodrome]		QLD	Trng/Day	During an attempted take-off, the pilot moved the elevator trim fully nose down and then abandoned it at a late stage when he believed there was	Subst.	
AKG	Dellavilland	93	19 12 64	Mulanian Hamastand		SΔ	(Solo)	a lack of acceleration. The aircraft overran the strip and overturned in soft ground. Reported "Damaged during private flight."	Subst	G coodali data
RGD	Cessna Cessna	180	21.12.64.	Wyangala Dam	near Cowra	NSW	Ag/Day	reporter. Journages using protect ingus. Loading personnel failed to detect a piece of packing paper loaded into the hopper with the superphosphate and this blocked the hopper outlet,	Subst.	G.goodali data
								causing an overload condition in the subsequent flight, an inability to dump and the aircraft then collided with a rock outcrop soon after take-off.		
RKE	Victa	100 Airtourer	22.12.64.	Rockhampton [aerodrome]		QLD	Trng/Day (Solo)	The aircraft struck a runway light just as it became airborne and the student pilot in attempting to land again in a turn allowed the aircraft to stall and strike the ground, whereupon it caught fire.	Dest.	
EB ?	Boeing	707-1388	23.12.64.	Singapore Airport		OTHER	RPT/Day	and strike the ground, whereupon it caught free. During an attempted landing by the First Officer the aircraft was not flared and struck the runway heavily three times before a go-around was	Subst.	
				0.71				initiated. The Captain did not employ the proper bounce recovery technique, but a subsequent landing with the severely damaged nose gear was		
6 2	[Schnaider]	FS-60 "Roomerang"	30.12.64.	near Dookie	FNF Shennarton	VIC	PVT/Day	carried out. Pilot did not see power line poles on approach to a field and a cable caught in the tail skid causing the glider to strike the ground heavily.	Subst.	
<u></u> -	(Schilledor)	Glider	30.12.04.	TICAL DOORE	Live Sheppurton	vic.	1 V 1, Duy	t soc and not see power line power or approach to a new and a case, caught in the tail social adding the ground the ground the ground rearring.	Juba.	
FDG	Cessna Reech	180	07.01.65. 07.01.65.	Jandakot [aerodrome] Mt Dare	N Ondnadatta	WA	PVT/Day PVT/Day	The pilot did not adequately correct a swing during the landing roll and the aircraft ground looped to the right, collapsing the port undercarriage.	Subst.	
	Beech	23	07.01.65.	Mt.Dare	N Oodnadatta	SA	PV I/Day	The nosewheel collapsed during a landing run after the completion of a local flight. The collapse was due to failure of the nose wheel shock absorber rod probably arising from incorrect initial assembly.	Subst.	
KAI	Cessna	180	15.01.65.	near Inverell		NSW	Ag/Day	The starboard brake failed because of a faulty seal while the aircraft was being taxied at a high speed. The aircraft ground looped to the left collapsing	Subst.	
UTO?	Dell	47G-4	10.01.65	0005 K. 101101150		18/8	Ag/Day	the undercarriage. Soon after lift-off, a complete power loss occurred arising from gross contamination of the fuel supply by undissolved water. The aircraft struck the	Subst.	
0107	Bell	4/G-4	19.01.65.	near Kununurra]	WA	Ag/Day	Soon after lift-off, a complete power loss occurred arising from gross contamination of the fuel supply by undissolved water. The aircraft struck the ground and the main rotor sewered the tail boom.	subst.	
RSH	Victa	115 Airtourer	30.01.65.#	*Glenrossal Station	N Tamworth?	NSW	PVT/Day	When the pilot attempted to turn in the lee of a hill after take-off the aircraft lost height due to the effect of a downdraught and after passing	Dest.	* Location not known,however 'Glenross Homestead' is north of Tamworth.
\vdash	Dallar/II II	DHC-2	20.01.65.	near Fingal		TAS	Ag/Day	through power lines struck the ground and was destroyed by fire.	Subst.	# Date conflict. Victa Assoc. website quotes 20.01.65. AHSA quotes 30.01.65.
	[DeHavilland]	DHC-2	20.01.65.	near Fingal		TAS	Ag/Day	During a downwind take-off at a time of a wind change, the pilot did not dump the hopper load quickly enough to prevent the aircraft colliding with the boundary fence. The aircraft then became airborne but a piece of wire, entangled in the tailplane and elevator, caused the pilot to lose control	Subst.	
			1					and the aircraft struck the ground.	<u> </u>	
CDV?	Cessna	182[E]?	21.01.65.	"Maybrook" Homestead	6.5 nm Narromine	NSW	PVT/Day	Engine power ceased in flight due to fuel exhaustion. The subsequent forced landing was not well conducted and resulted in collapse of the nose wheel.	Subst.	Pilot: Brian Shoobert. Aircraft owned by Albury Air Charter. Aircraft was dismantled and trucked to Dubbo for repairs.
GKG	Cessna	205[A]	24.01.65.	near Goroka	[nr.Mt.Helwig/Bena Gap]	PNG	CHTR/Day	wneer. During a flight across mountainous terrain in weather conditions marginal for VFR flight, the aircraft flew into the top of a ridge at a height of about	Dest.	Pilot: John GAFFNEY and Co-Pilot Laurie WRIGHT killed. Ops. By Territiory Airlines.
					, (0,			8,350 feet a.m.s.l.		agency content of the
KLR	Piper	PA-25-180 Pawnee	27.01.65.	Mossman		QLD	Ag/Day	The pilot misjudged his distance from known power line which the aircraft struck during spraying operations, dived to the ground and burned.	Dest.	
\vdash	Beech	Pawnee 23	31.01.65.	Atherton		QLD	PVT/Day	The aircraft became airborne at normal speed but could not maintain flight and sank back onto the strip .skidded through the boundary fence and	Subst.	
								came to rest on its nose. The pilot had failed to compute a take-off weight and the aircraft was overloaded for the conditions prevailing.		
WAG	Piper	PA-22-135 Tripacer	31.01.65.	near Einasleigh	W Ingham	QLD	PVT/Day	Whilst flying over a homestead at a low height to attract attention, the aircraft collided with a tree and dived out of control into a flooded river.	Dest.	
RVE	Victa	100 Airtourer	06.02.65.	Moorabbin [aerodrome]		VIC	Trng/Day	Following a probable engine failure at about 200 feet on take-off, the aircraft stalled while turning to the left and dived ibto the ground. The cause	Dest	Instructor: B.WESTON. Student: A.ARMITAGE.
	VICLU			, , , , , , , , , , , , , , , , , , , ,			(Dual)	of the engine failure was not determined.		marden. D.W. J. J. March. A. A. Marin P. G.
STA/2	Cessna	172[D]	06.02.65.	Lake Pedder	W Hobart	TAS	PVT/Day	Shortly after take-off the pilot lowered 20 degrees of flap with the intention of improving the climb performance, but he did not retrim the aircraft	Subst.	
RVV	[DeHavilland]	DHC-1	06.02.65.	Moorabbin [aerodrome]		VIC	Trng/Day	which became extremely nose heavy, lost height and struck the ground in a shallow dive. Following a simulated engine failure after take-off, the student, who had been inadequately briefed, turned off the fuel and ignition and the	Subst.	Instructor: Doug. WHITBOURNE.
RVV	(Denavilland)	DHC-1	06.02.65.	Moorabbin (aerodrome)		VIC	(Dual)	instructor was committed to a forced landing on unsuitable terrain.	Subst.	Instructor: Doug. WHII BOOKNE.
	Cessna	185	10.02.65.	Porgera		PNG	CHTR/Day	The pilot states that, during the landing run the port brake failed and the aircraft swung to the right. To avoid a bank of earth he deliberately	Subst.	
WHT?	Piper	PA-22-108	13.02.65.	Moree		NSW	PVT/Day	ground looped the aircraft collapsing the port undercarriage. The aircraft landed in close proximity to the rear of a thunderstorm, and overturned whilst taxi-ing in gusty wind conditions	Subst	
PAK?	ripei	Colt	15.02.05.	Moree		NSW	FV1/Day	The ancian landed in close proximity to the real of a distribution, and overturned winds tax-ring in gusty wind conditions	Subst.	
SBR	DeHavilland	DHC-3	15.02.65.	Aoime		PNG	RPT/Day	Reported: "Crashed".	Subst.	Rebuilt and sold to Canada as CF-YLZ on 22.12.66.
MFA/2	Cessna	185	17.02.65.	Kabori		PNG	Trng/Day (Dual)	When the pilot under instruction allowed the speed to decrease during an approach, the check pilot did not take positive action and the aircraft landed heavily short of the strip. The main wheels due into soft ground and the aircraft overturned.	Subst.	
WWB/2	Auster	J.5G	21.02.65.	near Port Lincoln		SA	PVT/Day	names neawny short on the stup. The main where so tug into sort uge not sort ugent and archart overturner. During a forced landing arising from a loss of engine power probably the result of carburettor icing, the pilot misjudged the approach, the aircraft During a forced landing arising from a loss of engine power probably the result of carburettor icing, the pilot misjudged the approach, the aircraft	Subst.	+
								undershot and struck a fence.		
APW	[IMCO]	A9 Callair	22.02.65.	Wallaville	WSW Bundaberg	QLD	Ag/Day	While spraying a field the aircraft struck and severed a power line which the pilot had not observed during his aerial inspection. The power line	Dest.	VH-APW confirmed by AHSA. Pilot: Sidney H. Jones. [via G.Goodall website]
HOW?	Cessna	[A-9A]	23.02.65.	near Oberon		NSW	Ag/Day	became entangled with the aircraft which was pulled to the ground and destroyed by impact forces and subsequent fire. Arising from a malfunction of the starboard brake during take-off the aircraft did not accelerate normally and tended to swing to the right.	Subst	Pilot: Sidney H. Jones. [via G.Goodall website]
							19711	The pilot discontinued the take-off and the aircraft ground-looped collapsing the landing gear.		
KFA	Piper	PA-22	04.03.65.	near Trunkey	E Cowra	NSW	Trng/Day	The pilot became lost during a cross country flight and carried out a precautionary landing on unsuitable terrain. During the landing run the aircraft	Subst.	
IAU?	Cessna	182[E]?	08.03.65.	near Wingello		NSW	(Solo) AWK/Day	struck a mound of earth and overturned. The pilot attempted to land on a strip still under preparation believing it to be serviceable. The nosewheel strut was torn off after digging into soft	Subst.	+
					L			soil , and the aircraft overturned.		
MLE	Piper	PA-18[-150]	10.03.65.	[Rigby Island]	Lakes Entrance	VIC	AWK/Day	The pilot misjudged an approach in tailwind conditions and touched down well into a field. During an attempted go-around, the aircraft struck a	Subst.	
UTC?	Bell	Super Cub 47G-2	15.03.65.	Murnpeowie Station	NE Leigh Creek South	SA	AWK/Day	fence. The pilot carried out an auto-rotational landing following an in-flight engine malfunction of undetermined origin. The aircraft landed on unsuitable	Subst.	+
					. To beign creek soud!			terrain and the main rotor severed the tail boom.		
FNH	Fokker	F-27[-200]	17.03.65.	Launceston[aerodrome]		TAS	RPT/Day	The pilot improperly attempted a single engine approach with full flap extended and, from an undershoot position with low airspeed, attempted to	Subst.	
RNC?	Cessna	172[B]?	27.03.65.	near Portland		NSW	PVT/Day	go around. He lost directional control, the port wingtip struck the ground and the aircraft came to rest on the grass adjacent to the runway threshold. Following a loss of engine power occasioned by fuel exhaustion, the pilot overshot in a forced landing approach and the aircraft ran into unsuitable	Subst.	+
		(-)						terrain.		
ANJ	Douglas	DC-3[C]	01.04.65.	near Warrnambool		VIC	RPT/Day	Shortly after becoming airborne, and engine power loss occurred. The pilot in command took action which resulted in the wrong propeller being feathered and, as there was insufficient power available to maintain height, a wheels up landing was carried out (outside) of the aerodrome (?)		
BFF/2	Piper	PA-30-160	06.04.65.	near Coonabarabran		NSW	PVT/Day	feathered and, as there was insufficient power available to maintain height, a wheels up landing was carried out [outside]of the aerodrome (?) During a landing approach the aircraft spun to the ground in a steep nose down attitude. The aircraft was loaded beyond the maximum permissible	Dest.	Pilot: D.BARRETT killed.
-11/2		Twin Comanche						all-up-weight and the centre-of-gravity was aft of permissible limits, but the cause of the accident was not determined.		
IAI?	Cessna	210	10.04.65.	near Bungendore		NSW	PVT/Day	During a bounce on landing the port landing gear downlock, which was worn, became unlocked and allowed the port landing gear to retract.	Subst.	<u> </u>
UTP?	Bell	471-2	22.04.65.	near Jindabyne]	NSW	PVT/Day	While practicing an auto-rotational landing the pilot misjudged the flare and the helicopter landed heavily in a nose down attitude. On settling back on to the skids, the main rotor blades struck and severed the tail boom.	Subst.	
G?	[Schleicher]	KA-6BR	01.05.65.	Gawler [aerodrome]		SA	PVT/Day	During the initial stage of a winch launch, the glider collided with a control van which had been positioned inside the flight strip and close to the	Subst.	
	Dalla Mand	Glider	07.05.57	A controller	ļ		21/07	take-off point.		25 40 50 40 40 40 40 40 40 40 40 40 40 40 40 40
AZA REE?	LieHavilland Cessna	82 177	11.05.65	Cunderdin Wathopa Station	near Fulo	QID	N/K PVT/Day	Reported." Entered intentional spin at 3,600 feet. Recovery technique incorrect, aircraft spun in." The engine started when the pilot was hand swinging the propeller to clear a flooded carburettor. The brakes failed to hold and the aircraft	Subst.	Accident date also reported as 25.10.69. (same as SOR date).
							,,	collided with trees. The pilot had failed to ensure the magneto switches were in the "OF" position.		
ASP	Cessna	180	11.05.65.	near Wynyard aerodrome		TAS	AWK/Day	The engine failed shortly after take-off due fuel contamination, the aircraft was damaged during a forced landing in dense scrub.	Subst.	
PU	Piper	PA-25-235 Pawnee	19.05.65.	near Oberon		NSW	Ag/Day	The pilot attempted to land in strong downwind conditions on a "one-way" strip and then decided to go-around. The aircraft struck a tree and dived into the ground. The fuel tank ruptured and the aircraft was destroyed by fire.	Dest.*	In aircraft was later irebuilt and returned to the ACAR as VH-PU.
	Cessna	180	20.05.65.	Scone		NSW	Ag/Day	The port wheel locked during the landing run due to a brake malfunction and the aircraft ground-looped, collapsing the undercarriage.	Subst.	<u>†</u>
	Cessna	180	25.05.65.	Goulburn		NSW	Ag/Day	The pilot did not maintain adequate directional control after an abandoned take-off and the aircraft ground looped, collapsing the starboard	Subst.	
PIR	Piper	PA-25-235	27.05.65.	near Tooraweenah		NSW	Ag/Day	undercarriage. The take-off was abandoned because of restricted vision arising from a dirty wind screen. Following a power loss arising from fuel exhaustion during a spreading run,the pilot carried out a forced landing on unsuitable terrain and the	Subst.	Reen confirmed G Goodall
					<u> </u>			undercarriage collapsed.		
DAY	Piper	PA-25-235	27.05.65.	near Trayning		WA	Ag/Day	During a take-off from an area of insufficient length the aircraft struck a tree and dived to the ground.	Subst.	Pilot: P.SPENCER. OK
BRF CFK	Short	S.25 'Sunderland V' 100	01.06.65.	off Lord Howe Island Bacchus Marsh [aerodrome]	W Melbourne	Other	RPT/Day	The aircraft was damaged at it's moorings in a storm.	Subr	
CFK	Victa	100 Airtourer	09.06.65.	Bacchus Marsh [aerodrome]	w weibourne	VIC	Trng/Day (Dual)	Subsequent to a simulated engine failure at a low height after take-off the pilot lowered the nose of the aircraft an excessive amount, and the instructor failed to take appropriate remedial action before the aircraft struck the ground.	Subst.	
SAC/2	[DeHavilland]	DH-82	14.06.65.	near Harden		NSW	PVT/Day	During a simulated forced landing after take-off the aircraft collided with high tension wires and dived into the ground. The pilot was not aware of	Subst.	
\vdash	16.4	400	45.00.00	0.000		NCW	DI CT (D	the existance of the wires despite having operated from the strip for the past twelve months.		
	Victa	100	15.06.65.	near Griffith		NSW	PVT/Day	The aircraft landed heavily, ran off the strip and ground looped, collapsing the port undercarriage. The pilot attempted to maintain directional control using power and rudder with the tail in the down position.	Subst.	
CXQ	Yeoman	YA-1	20.06.65.	[Highbury]	near Narrogin	WA	Ag/Day	Same power and values with the way with the pilot misjudged the pull up. The aircraft struck a tree and crashed to the ground. At the completion of a spraw run the pilot misjudged the pull up. The aircraft struck a tree and crashed to the ground.	Dest.	[AHSA confirm registration and locality.]
					- '			-		•

March	1 1	i	Cronmaster	1	İ	I	1	1	1	1	1
1.		Cessna	150	21.06.65.	Kingaroy [aerodrome]		QLD	Trng/Day	The pilot did not employ effective recovery action after a bounce and the aircraft landed heavily on the nosewheel which collapsed.	Subst.	
Part	DAL	DeHavilland	82	26.06.65.	77		WA	(Solo) ??	Reported: "Crashed".	N/K	
1.	ADL	Bristol	170[-31]	26.06.65.	near Pimpana		QLD	PVT/Day	During a local test flight which involved the shutting down each engine in turn, rough running and power losses were experienced in both engines.	Subst.	Aircraft recovered by road and rebuilt.
The color									that the engine malfunctions were the results of carburettor ice accretion and this situation was not appreciated by the pilot in flight.		Aircraft had been idle for three years. First test flight. Was to be sold to N.Z.
The column Column				28.06.65.				PVT/Day		Dest.	* Crash location also reported as Asaloka Gap. Pilot. FR. Joe Walachy.
The color		[DeHavilland]	DH-82		Bankstown [aerodrome]	53 nm Mackay	NSW		While attempting to turn on a sealed surface without wingtip assistance, the pilot lost control of the aircraft which ran into a ditch.	Subst. Subst.	
The content of the	MEG	Piper	PA-22-108	04.07.65.	30 nm E Jandakot a/d.		WA	Trng/Day (Sale)	Durring a local training flight the pilot became lost in deteriorating weather conditions and carried out a precautionary landing on unsuitable	Subst.	
1965 1965 1966	TOX	[IMCO]		05.07.65.	near Henty		NSW	(00.0)	The aircraft collided with a power line and struck the ground in a vertical nose down attitude. The pilot did not notice the power line during an aerial	Dest.	
Column	GAT2	Piner		12 07 65		N Lightning Ridge	NSW	CHTP/Day	inspection prior to commencing spraying operations. From the prior to commencing spraying operations. From a thorizon that the prior the prior that the prior that the prior to the prior that the prior to the prior that the prior to the prior that the prior to the prior to the prior that the prior to t	Subst	
10	GAT.	ripci	1824250	13.07.03.		14 Lightning Huge		Cilliybay	ground with the landing-gear partially retracted.	Subje.	
Column		Piaggio [Noorduyn]	P-166	13.07.65. 15.07.65				RPT/Day Ag/Day		Subst.	Resp confirmed & Goodall
The control of the		(Norseman						was caused by a faulty ignition switch.		
Proceedings	WAT?	Cessna	182[E]?	18.07.65.	near Dungog		NSW	PVT/Day	The pilot overshot while carrying out a precautionary landing in rapidly deteriorating visibility. The aircraft struck the upwind boundary fence and a tree.	Subst.	
Property 1979 197	BXX	[DeHavilland]	DH-82	21.07.65.	Kingaroy [aerodrome]		QLD	PVT/Day		Subst.	Pilot: H.FRASER injured. Pax.: E.KING killed.
The content of the		[DeHavilland]	DH-82	21.07.65.	near Bathurst		NSW	PVT/Day	During an attempted take-off from a strip which was of insufficient length under the prevailing conditions, the aircraft struck the upwind boundary	Subst.	
March	DOR	Cessna	182H	21.07.65	near Moorabbin aerodrome		VIC	PVT/Day		Subst	* The aircraft was nossibly on delivery from Bankstown. It became VH-RVF/2
The color of the	IDN?	[DeHavilland]	DHC-2				NSW		The undercarriage collapsed during a forced landing on unsuitable terrain following a loss of engine power. The loss of engine power was due to a	Subst.	
Column C	GOR	[Alsema]	Sagitta II	26.07.65.*		WNW Singleton	NSW	PVT/Day	While carrying out an aerobatic manoeuvre the pilot apparently induced loads in excess of it's design limits and the port wing spar failed along a	Dest.	* J.S. has SOR date as 24.07.65. (to be checked). Pilot: A.KLEYN killed.
Part			Glider						line of bolts carrying the wing attachment fitting.	L	AHSA has crash date "24.07.65."
Minute M	G_r					N Narrabri	NSW		maximum permissible. During the level off the port wing-tip struck the ground.	Subst.	
Total		Cessna	172	26.07.65.	near Ardlethan		NSW	PVT/Day	The aircraft collided with a power line while approaching to land, and dived to the ground. Prior to the approach, the pilot had inspected the area for power lines, but failed to observe any.	Subst.	
Part						[10nm.N Stawell]			The pilot continued the flight into adverse weather conditions and when compelled to land on unsuitable terrain the aircraft struck a tree.		Pilot: C.QUICK and 3 Pax. OK
The color	AIH	Auster	J/1	27.07.65.	Rubyvale	W Emerald [28 nm W Emerald]	QLD	PVT/Day	The "non-pilot" owner reported that he was taxi-ing the aircraft for testing purposes when the throttle jammed open. He took off to avoid crashing into trees but while attempting to land on unsuitable terrain the aircraft struck a tree.	Subst.	
Part	UTK?	Bell	47D1	28.07.65.	Wadeye		NT	PVT/Day	After landing the pilot applied the friction locks to the control systems and left the aircraft with the engine running. Whilst the aircraft was	Subst.	
Column	-	Piper	[47D-1] PA-22-150	01.08.65.	Wagin [aerodrome]		WA	PVT/Day	unoccupied an application of engine power occurred, it became airborne and then crashed to the ground. During a landing in gusty cross-wind conditions the pilot allowed the aircraft to touch down heavily on the nose wheel which collapsed.	Subst.	+
Property Control Con	-		"Caribbean"				10.5	nov -			
Total					Banka Banka	N Tennant Creek	VIC NT	PVT/Day	Due to a low oil quantity caused by high oil consumption the pilot made a precautionary landing in gusty crosswind conditions on a partly constructed		
Top	DATE		172[0]		Caulburg [agradeama]				strip. On touchdown the aircraft swung off the strip onto unsuitable terrain.	0	
Company Comp						NW Tamworth			The pilot was forced to land on unsuitable terrain because of an engine failure, and the aircraft collided with trees. The engine failure arose from		Pilot: C.PHILLIPS (Rex Aviation) and two members of the Goulburbn Aero Club killed. Rego confirmed G.Goodall
Company Comp	-		0.400	42.00.05		NC Towns Count	NOT.		didintegration of a magneto drive shaft thrust washer which fouled and stripped the valve timing gear train.	6.54	
March Marc	CLG					NE Tennant Creek			ground looped. The failure was due to the incorrect fitting of the axle cap retaining bolts during maintenance.		
Mode 10	AMR?	Cessna	182[A]	14.08.65.	Kubuna		PNG	PVT/Day	During a go around following a heavy landing, the pilot experienced difficulty in elevator control, but re-landed safely. The elevator control movement wars restricted due to forward forward for such as forward forward for which programs during the heave landing.	Subst.	
March Marc	MUB	Victa		16.08.65.	near Hinchinbrook Island	SSE Tully	QLD	PVT/Day	When the aircraft failed to arrive at an intermediate re-fuelling stop or it's destination while on a VFR flight- a search was commenced and a small	Dest.	Pilot: 8.HALL
Part			Airtourer						piece of wreckage from the aircraft was found in the sea at a position prior to the re-fuelling stop. There was insufficient evidence available to determine the cause of the accident.		
Total Control		Mooney	Mark 21	15.08.65.	Yalca	NE Echuca	VIC	PVT/Day	Due to deteriorating weather the pilot attempted a precautionary landing in which he undershot the selected landing area and the port wing struck	Subst.	
Processing Companies Compa	THG	Bell	471-2	19.08.65.	Melbourne (Essendon) Airport		VIC	PVT/Day	Shortly after take-off, when at a height and speed which precluded a successful auto-rotational landing, a clutch failure resulted in the helicopter	Subst.	Pilot: F/O. M.CLIFF and two pax. OK
Section 1965	ADH	Deltavilland	92	19.09.65	22	22	NSW	An/Day*	striking the ground in a tail-down attitude, and the tail boom was severed by the main rotor blades.	22	* Assumed as aircraft owned by Airform Associates Tomworth
March 1.5 2.		Cessna	185[A]		Tabibuga					Subst.	resulted as allering owned by Allerin responses, Tullimortis.
Second Continue	WEA	Auster	15	20.09.65	Rarallan		NSW	DVT/Day		Subst	
Company Comp	W.CA	Austei	3.3	23.00.03.	Dui Chun		11311	111,004	to starboard in an attempt to land in the same field, but the aircraft stalled and dived to the ground. The stiffness of the elevator control was caused	Subje.	
Company 1997 Company 1997 Company 1997 Company 1997 Company Compan		Cessna	182A	29.08.65.	Homevale Station	SW Mackay		CHTR/Day	The aircraft ran away after a hand start and collided with a heavy wooden cattle yard fence.	Dest.	
Part Control East Control	SJD	Sasin	SA29 "Spraymaster"	02.09.65.	Goulburn		NSW	PVT/Day	Shortly after take-off engine power was lost due to fuel exhaustion and the pilot attempted to return to the aerodrome, but the aircraft stalled and	Subst.	Pilot: A.CUMMINGS. OK
Company Comp	KRP/2	Cessna		07.09.65.	22 nm SSE Brunette Downs Hstd.		NSW	PVT/Day		Dest.	
Page 1, 19	DDW	Vicato	100 "Aistoures"	07.00.65	Henndansia	near Class Inner			consistent with the aircraft striking the ground during a low level turn.	Cohen	El codito organ Unandancia is in NEW
ASI OF Control of Cont	DDW				Ī -	near dienir nines			reduced engine performance in the high density altitude the aircraft was unable to clear rising terrain, stalled and struck the ground.		cocanty error. Orandangie is in visw.
ANY Districtions of Table 19 (19 Note) Reference of Table 19 (19 Note)		Fairchild	Argus 24W	09.09.65.	Camden [aerodrome]		NSW	Trng/Day (Dual)		Subst.	Subsequently repaired and sold to the USA as N210FA on 03.05.68.
Exercise Controlled Control	ASH	DeHavilland		09.09.65.	Melbourne[Essendon] airport			N/K	"The aircraft landed with the undercarriage retracted".	Subst.	
Fig. Constant 1.50 Also groupe percentages No. Constant No.	втс	[DeHavilland] [DeHavilland]				W Hobart			A partial power failure occurred for reasons undetermined and in the subsequent forced landing on unsuitable terrain the aircraft overturned. While carrying out a low level descending turn during a strip inspection the pilot misjudged his height and the port wing struck the ground.		+
UND Detailural Soft 129.65 near Fortes NSW PYT/Day During a symmetric record landing approach in an unautarhorised are at the accroal strock power lines which severed the point interplane Solid.		Cessna		11.09.65.	Alice Springs aerodrome			1911	Reported: "Crashed after take-off, badly damaged".	Subst.	
UND (Detailband) 60M 120.96.5 near Forbes NSW PT/Day bring ap arround from a packete forced landing approach in an autauthorized area the aircraft structure, lower later which severeth the point interplane 50bst. U. 7 Bell 470-21 120.95. near Publishing Williams		[CZL]				<u> </u>		CHTR/Day	to the left and struck the ground inverted.		Pliot: R>SHUTE and one Pax. Killed. Two other Pax. OK.
Seed 47G 381 \$1,006. Per Notice \$1,006. Per	UMO	[DeHavilland]	60M	12.09.65.	near Forbes		NSW	PVT/Day	During a go-around from a practice forced landing approach in an unauthorised area the aircraft struck power lines which severed the port interplane	Subst.	
Bell 476-2 13.66. ner Nullagine WA AWV, but for life fight faller of a main rotor blade dring brace caused severe vibration and an auto-rotational landing was carried out of unifus, which the main rotor blade dring brace to a designated unswelled the allowance of the severe date to allow severed the tail blade. BY Piper PA 23:50 Bell 476 Ti 7.09.66. Carris (emotionne) Bell 476-2 17.09.66. Carris (emotionne) Bell 476-3 17.09.66. The properlet to a segretation of the segretation in light the piper land of uniform elevel off the aircraft became uncontrollable and the main rotor blades severed the tails boom. A main rotor dring brace had failed. By Fighther's Notice of the properlet of the segretation in light the piper land of the piper	U_?	Bell	47G-3B1	13.09.65.	near Robinson River Homestead			AWK/Day	Shortly after landing in a clearing the engine stopped. Long grass under the engine area had ignited and the aircraft was destroyed by fire.	Dest.	
Piper Pipe		Bell	47G-2	13.09.65.	near Nullagine		WA	AWK/Day	An in-flight failure of a main rotor blade drag brace caused severe vibration and an auto-rotational landing was carried out during which the main	Subst.	
Bell 476 120.6.5 near Popendetta PRO AWY/Day Following your yearer with action in light the pilot carried out an auto-retational standing but during level-off the aircraft became uncontrollable and Subst. G. 7 (Schneider) ES-57 18.09.6.5 near Koth SA PY/T/Day During a launch from a twin-drum within the giber picked up the spare cable with the tall skid,stalled at a height of about 50 feet and dived to the government of the spare and the spare of the spare	BPW	Piper	PA-23-250	13.09.65.	Cairns [aerodrome]		QLD	CHTR/Day		Subst.	Pilot reportedly abandoned take-off when he noticed an unsafe door handle.
Schneider S-57 18.09.65. near Kristh SA PYT/Day Pyt/Day Subscript on start wide with with the last skit, stalled at a height of about 50 feet and diverd to the ground. Subscript of the pytrophylor S-57 Schneider S-57 S-57 Schneider S-57 Schneider S-57 Schneider S-57 S-57 Schneider S-57 Schneider S-57 Schneider S-57 S-57 Schneider Schneider S-57 Sch	\vdash	Bell		17.09.65.	near Popendetta		PNG	AWK/Day	Following very severe vibration in flight the pilot carried out an auto-rotational landing, but during level-off the aircraft became uncontrollable and	Subst.	
"Figiglium" G_T \$150 at \$2.5 \$150 at \$5.5 \$1	0.3	[Cobnoided]			· ·				the main rotor blades severed the tail-boom. A main rotor drag brace had failed.		
Cessna 180 20.09.55. Warwick CLD Ag/DWy Turning the finist proy and spite of the aerodinome boundary. PRA 190 20.09.55. Warwick CLD Ag/DWy Turning the finist proy and spite finishing to you also give finishing to you also give finishing to you also give finishing to you also give finishing to you also give finishing to you also give finishing to you also give finishing to you also give finishing to you also give finishing to you also give finishing to you also give finishing to you also give finishing to you also give finishing to you also give finishing to you also give finishing to you also give finishing to you also give finishing the you also give finishing the you also give finishing the you also give finishing the you also give finishing the you also give finishing the you also give finishing the you also give finishing the you also give finishing the you also give finishing the you also give finishing the you also give finishing the you also give finishing the you also give finishing the you also give finishing due to appropriating districts, the you do not prove finishing due to appropriating districts, the you do not provide the approach and cought fire. The pilot was long to the you also give finishing due to approach and cought fire. The pilot was long to the you also give finishing due to approach and cought fire. The pilot was long to the you also give finishing due to approach and cought fire. The pilot was long to the you also give finishing due to approach and cought fire. The pilot was long the you also give finishing due to approach and cought fire. The pilot was long to the you also give finishing due to approach and cought fire. The pilot was long the pilot due to the provided with a long that give due to the provided with a long that give give due to approach you well as give finishing due to approach you well as give finishing due to approach you well as give finishing due to approach you well as give finishing due to approach you well as give finishing due to approach you well as give fi	6_/	[scnneider]	"Kingfisher"				SA.		ground.	pest.	
Cessna 180 200.865. Warwisk OLD Ag/Day During the finst spray may along the from: line the pilot misulated in the	G?	[Schneider]		19.09.65.	Benalla [aerodrome]		VIC	Trng/Day (Dual)	During a demonstration of a side-slipping approach, the instructor allowed the glider to stall at a height of approximately 100 feet and it struck the	Subst.	Instructor: C.WORBOYS and trainee OK.
PKA Pper PA-23 21.08.55. near (off) Merimbula NSW AWV/Day Following a complete loss of port regine oil pressure during a fish spotting flight, the port propeller was feathered. Shortly Merit this the starboard Oest. PAPA-25 21.08.55. near (off) Merimbula NSW AWV/Day Following a complete loss of port regine oil pressure during a fish spotting flight, the port propeller was retarded. Shortly Merit this the starboard Oest. PAPA-25 22.55 1.08.55. near Morrison. PAPA-25 25 1.21.08.55 n		Cessna	180	20.09.65.	Warwick		QLD		During the final spray run along the fence line the pilot misjudged the flight path and the port undercarriage as dislodged after striking a succession	Subst.	
regine commenced to without severely and the plot was suite to relieve the vibration only by reducing power. He was unable to maintain height and the aircraft are into the control of the pilot was under the maintain height and the aircraft are into the suite of the severely and the plot was suite to relieve the vibration only by reducing power. He was unable to maintain height and the aircraft are into the suite of the severely and the plot was unable to maintain height and the aircraft are into the suite of the severely and the plot was unable to maintain height and the aircraft are into the suite of the severely and the plot was not recovered and the cases of the engine maintain height and the suite of the severely and the plot was not recovered and the cases of the engine maintain height and the suite of the severely and the plot was not recovered and the aircraft are suite of the severely and the plot was not recovered and the aircraft are suite of the severely and the plot was not recovered and the aircraft are suite of the severely and the plot was not recovered and the aircraft are suite of the severely and the severely and the plot was not recovered and the aircraft are suited with a suite of the severely and the severely and the plot was not recovered and the aircraft are suited with a suite of the severely and the severely and the severely and the plot was not recovered and the aircraft are suited with a suite of the severely and the severely and the severely and the plot was not recovered and the aircraft are suited with a suite of the severely and t	PKA	Piper	PA-23	21.09.65.	near [off] Merimbula		NSW	AWK/Day	Following a complete loss of port engine oil pressure during a fish spotting flight, the port propeller was feathered. Shortly after this the starboard	Dest.	
Cessna 182 23.06.65. near Woorndoo ESF Hamilton VIC PVT/Day While currying out a procusionary landing dute to approach the page out to approach and overwhot. The aircraft rain into the Subst. REM Cessna 180/A) 24.06.65. Coagrove EShepparton VIC Ag/Day While passing under a power line on a spraying run, the aircraft struck a degenal stay wire, jetrusk treesj dived into the ground and caught fire. The pilot was Vict and the process of th									engine commenced to vibrate severely and the pilot was able to relieve the vibration only by reducing power. He was unable to maintain height		
REM Cessa 180(A) 24.09.65 Cogrove E Shepparton VIC AgDby While passing under a power line on a spraying rout, the incredit struck a diagonal stay wire, littruct breap shed and caught fire. The pilot was Victa 100 25.09.65. Naraccorte 5A Ting/Day During a demonstration practice forced landing after take of the instructor mixing dight extract collided with a Subst. REC Cessa 185(A) 27.09.65. Alice Spring (serodrome) NT GTI/Day During a demonstration practice forced landing after take of in gusty cross-wind conditions the pilot did not maintain directional control and the aircraft ground looped, collisions the pilot did not maintain directional control and the aircraft ground looped, collisions the pilot did not maintain directional control and the aircraft ground looped, collisions the pilot did not maintain directional control and the aircraft ground looped, collisions the pilot did not maintain directional control and the aircraft ground looped, collisions the pilot did not maintain directional control and the aircraft ground looped, collisions the pilot did not maintain directional control and the aircraft ground looped, collisions the pilot did not maintain directional control and the aircraft ground looped, collisions the pilot did not maintain directional control and the aircraft ground looped, collisions the pilot did not maintain directional control and the aircraft ground looped, collisions the pilot did not maintain directional control and the aircraft ground looped, collisions the pilot did not maintain directional control and the aircraft ground looped, collisions the pilot did not maintain directional control and the aircraft ground looped, collisions the pilot did not maintain directional control and the aircraft struck the second structs the pilot diversity of the pilot oversity did not maintain directional control and the aircraft structs the second structs the pilot diversity of the pilot oversity did not maintain directional control and the aircraft structs the did not maintain directional con		Cessna	182	23.09.65.	near Woorndoo	ESE Hamilton	VIC	PVT/Day	While carrying out a precautionary landing due to approaching darkness, the pilot misjudged the approach and overshot. The aircraft ran into the	Subst.	
Victa 100 25.09.85. Narocorte SA TragDay (bus) fence post. 100 25.09.85. Narocorte SA (bus) fence post. 100 25.09.85. Narocorte SA (bus) fence post. 100 25.09.85. Narocorte SA (bus) fence post. 100 25.09.85. Narocorte SA (bus) fence post. 100 25.09.85. Narocorte SA (bus) fence post. 100 25.09.85. Narocorte SA (bus) fence post. 100 25.09.85. Narocorte SA (bus) fence post. 100 25.09.85. Narocorte SA (bus) fence post. 100 25.09.85. Narocorte SA (bus) fence post. 100 25.09.85. Narocorte SA (bus) fence post. 101 27.09.85. Alice Springs (serodrome) In gray cross-wind conditions the plot did not maintain directional control and the aircraft ground looped, collapsing the undercarraige. 101 27.09.85. Narocorte In gray cross-wind conditions the plot did not maintain directional control and the aircraft ground looped, collapsing the undercarraige. 102 27.09.85. Narocorte In gray cross-wind conditions the plot did not maintain directional control and the aircraft ground looped, collapsing the undercarraige. 103 27.09.85. Narocorte In gray cross-wind conditions the plot did not maintain directional control and the aircraft ground looped, collapsing the undercarraige. 103 27.09.85. Narocorte In gray cross-wind conditions the plot of overhood during a forced landing and deliberately ground looped the Subst. 104 27.09.85. Narocorte In gray cross-wind conditions the plot overhood during a forced landing and deliberately ground looped the Subst. 105 27.09.85. Narocorte In gray cross-wind conditions the plot overhood during a forced landing and deliberately ground looped the Subst. 105 27.09.85. Narocorte In gray cross-wind conditions the plot overhood during a forced landing and deliberately ground looped the Subst. 105 27.09.85. Narocorte In gray cross-wind conditions the plot overhood during a forced landing and deliberately ground looped the Subst. 105 27.09.85. Narocorte In gray cross-wind and plot of the plot overhood during a forced landing and deliberately ground looped the Subst. 105 27.09.85. Naroco	RFM	Cessna	180(Δ)	24.09.65	Coserove	F Shennarton	VIC	Δg/Day		Dest	
Aircoure ICC Sessos 185(A) 27.09.65. Alice Springs (serodrome) INT OffR/Duty from a take off in gusty cross-wind conditions the pilot did not maintain directional control and the aircraft ground looped, collapsing the substance of the aircraft ground looped, collapsing the substance of the aircraft ground looped, collapsing the substance of the aircraft ground looped, collapsing the undercarraige. ATP Luton [LA-4] Minor 10.10.05. **Mainanz [5 tom SW Young] NSW PYTDsy Notice plants a raining from an incorrect bearing assembly the pilot overshot during a forced landing and deliberately ground looped the substance of the property name. **Mainanz' not found in Geoscience Gazerier.** ATP Luton [LA-4] Minor 10.10.05. **Mainanz [5 tom SW Young] NSW PYTDsy Size of the pilot overshot during a forced landing and deliberately ground looped the substance of the pilot overshot during a forced landing and deliberately ground looped the substance of the pilot overshot during a forced landing and deliberately ground looped the substance of the pilot overshot during a forced landing and deliberately ground looped the substance of the pilot overshot during a forced landing and deliberately ground looped the substance of the pilot overshot during a forced landing and deliberately ground looped the substance of the pilot overshot during a forced landing and deliberately ground looped the substance of the pilot overshot during a forced landing and deliberately ground looped the substance of the pilot overshot during a forced landing and deliberately ground looped the substance of the pilot overshot during a forced landing and deliberately ground looped the substance of the pilot overshot during a forced landing and deliberately ground looped the substance of the pilot overshot during a forced landing and deliberately ground looped the substance of the pilot overshot during a forced landing and deliberately ground looped the substance of the pilot overshot during a forced landing and a force of the pilot overshot during a forc	nemi		200(2)			с эперрилоп			aware of the power line but not of the stay wire.		Pilot: B.SNELL killed.
ATP Luton [I.4-1] Minor 10.10.05. **Mainmark [Isim SW Young] NSW PYTDby Swinger failure arising from an incorrect bearing assembly the plot overshot during a forced landing and deliberately ground looped the Subst. **Possibly a properly ranne. **Mainmark* not found in Geociesce Gazetee. ** MSA quotes crarging bear as 12.10.05.** Plots: A AMSTRONG. ** MSA quotes crarging looped to the ground and furnee. ** MSA quotes crarging looped to the ground and furnee. ** Subst. **Representation of the ground and furnee. ** Subst. ** REPRESENTATION OF THE PROPERTY		Victa	100 "Airtourer"	25.09.65.	Naracoorte		SA	Trng/Day (Dual)	During a demonstration practice forced landing after take-off the instructor misjudged the height above terrain and the aircraft collided with a fence post.	Subst.	
AYP Luton [L44] Minor 10.10.65. "Miamaru [5nm 5W Young] NSW PYT/Day Following an engine failure arising from an incorrect bearing assembly the pilot overshot during a forced landing and deliberately ground looped the Subst. Possibly a property name. "Miamaru" not found in Geoscience Gazeteer. MSG quotes crasple date as 12.10.65." Place. AAMSTRONG. KID Piper PA-25-255 12.10.65. Inear Jandowse QLD AgDay The [big in misulaged with a fence. In pilot misulaged with a fence. Subst. Su	RCE	Cessna		27.09.65.	Alice Springs [aerodrome]		NT		During a take-off in gusty cross-wind conditions the pilot did not maintain directional control and the aircraft ground looped,collapsing the	Subst.	
ID Piper Pk-25-25 12.1055 near landowse QLD AgDby In plant misulated by in landows governing operation, the aircraft truck them, dived to the ground and burned. Subst. Spirit misulated by the ground and burned.	AYP	Luton	[LA-4] Minor	10.10.65.	*Miamaru	[Snm SW Young]	NSW	PVT/Day		Subst.	* Possibly a property name. "Miamaru" not found in Geoscience Gazeteer.
The space in the anisone is a second of the space is a second of the space is a second of the space is a second of the space is a sp	MID								aircraft to avoid colliding with a fence.		
	KLU	ripei		12.10.05.	rical Januowae		QLD	ARLDAY	me provinceposses as socialise nom shown power lines unling spraying operations, the ancian struck then, under to the ground and unlined.	Juust.	times to remove entire committee registration.

BWC/3	Victa	100	13.10.65.	near Port Gawler		SA	Trng/Day	For reasons which cannot be conclusively determined the aircraft stalled at a low height during a practice forced landing approach and struck the	Subst.	Instructor: F.ROPER and trainee J.COX OK.
SCP	Piper	"Airtourer" PA-25-235	14.10.65.	Crowes Nest (sic) *	N Ipswich	QLD	(Dual) Ag/Day	ground inverted. During a spray run, the aircraft struck power lines and cartwheeled to the ground. Although the pilot had made an aerial inspection, it is probable	Subst.	Actual: "Crows Nest". (as per New South Wales location).
	Piper	PA-25-150	17.10.65.	Peranga	E Dalby	QLD	Ag/Day	that he was not aware of the existence of the power lines. The pilot made a glide approach to position the aircraft for the first spray run and the engine probably because of carburettor flooding failed to	Subst.	Pilot: LVAFIADIS. OK
AQJ	DeMavilland	"Pawnee"	19 10 65	Kanunda -	· ·	SA	N/V	respond to throttle application. During the subsequent forced landing the aircraft ground looped, collapsing the port undercarriage. Reported: "Crashed after striking power lines". Source Geoff Goodall].		
IHI	Hughes	269B	20.10.65.	near Calvert Hills		NT	AWK/Day	The aircraft struck trees, due to overpitching, while the pilot was attempting to climb steeply out of a small clearing.	Subst.	Pilot: J.GILLIE and pax OK.
DKL	Cessna	172[E]	21.10.65.	Lake Burrumbeet	W Ballarat	VIC	PVT/Day	The aircraft was descending to a low height above the surface of a lake and the pilot, probably due to the surface conditions, misjudged the height of the aircraft and it struck the water.	Dest.	Pilot: J.Waugh. And one Pax. OK. Two Pax drowned.
GK_?	Cessna	185	25.10.65.	Chimbu		PNG	CHTR/Day	The starboard undercarriage became detached during the landing roll and the aircraft ground looped. The attachment bolt and nut were over-torqued and partially stripped during installation, and subsequent landing loads resulted in a complete thread failure.	Subst.	Aircraft owned by Territory Airlines. Pilot Gary Honour.
BIF	DeHavilland. Yeoman	89B "Dominie" YA-1	25.10.65. 29.10.65.	Archerfield aerodrome Kempton	NF Hobart	QLD TAS	N/K Ag/Day	ASN Database reports: "Crashed Archerfield". Nothing further known Following an apparently normal take-off, a quantity of superphosphate fell from the aircraft, there was an apparent change in engine noise and the	N/K Dest	Pilot/Owner reported as Mervyn WARD. t/a 'Airflite' Pilot: W PEARSON killed
KPB	reoman	"Cropmaster"	25.10.03.	Kempton	NE HODAIT	IAS	Agroay	reasoning an apparency in minar take-on; a quantity or superprosprince ten from the aut can; three was an apparency minar the engine must all to the aircraft dived into the ground. The propeller was rotating at low R.P.M. at impact but there was no evidence to indicate why control of the aircraft was not maintained.	Dest.	PILOC. W.FEARSON KIIIEG
CJK	Beech	33 [35-B33]	30.10.65.	Yarrabubba Station *	SSE Meekatharra	WA	PVT/Day	The pilot misjudged the wind direction and, during a downwind landing on a short strip, overshot and collided with a tree.	Subst.	" J.S has "Yarraburra Station", actual "Yarrabubba Station".
KSE	Auster	[35-B33] J.5	31.10.65.	Gladstone		QLD	PVT/Day	The pilot did not maintain control of the aircraft during a take-off in gusty wind conditions and it ground-looped colliding with a fence.	Subst.	Pilot: J.SAMSON OK Pilot: J.DAVIDSON. OK
GLQ	Fauvel	AV36 Glider	31.10.65.	West Narrogin		WA	PVT/day	The pilot undershot an approach to the strip, and while attempting a low level turn away from trees the starboard wing contacted the ground and the glider cartwheeled.	Subst.	Pilot: R.HORNE OK
TWE?	Victa	115	01.11.65.	near Mendooran		NSW	PVT/day	While landing in gusty wind conditions the pilot misjudged the approach, the aircraft overshot and ran into a ditch.	Subst.	
GLX	Grunau [DeHavilland]	Mk.4 DHC-1	07.11.65. 09.11.65.	Gawler airfield Mount Jagged		SA SA	PVT/Day Ag/Day	AHSA Reports." Aircraft undershot and made a heavy landing on the embankment of a road overpass. Fuselage broken and distorted." The pilot misjudged the approach and overshot while landing in crosswind conditions. The aircraft struck a heap of superphosphate when a turn was	Subst. Subst.	Pilot: P.MARTIN OK
KAI	Cessna	180A	14.11.65.	Trefoil Island		TAS	CHTR/Day	attempted to avoid a fence at the end of the strip. In an attempt to gain sufficient landing distance the pilot landed short of the strip up a steep slope with the strip out of sight. The aircraft bounced	Subst.	Pilot: R.Kidd. Norwest Air Charter - owned by Bill Vincent.
NA.		180(8)	15.11.65.	near Orange		NSW	Ag/Day	Over the crest and on re-landing stuck an agricultural implement at the side of the strip and nosed over. During a downwind landing on a short upfull strip the pilot misjudged the approach and to avoid overrunning the end of the strip applied harsh		TRUE TOMOGRAFIC CHARGE OWNER BY SHIT VIRGING.
REVY	Cessna							braking causing the aircraft to nose over.	Subst.	
WAW	Victa	100	23.11.65.	Cheshunt	NE Mansfield	VIC	PVT/Day	While low flying outside the designated training area the aircraft struck a power line, which the pilot probably did not observe, dived to the ground and was destroyed by fire.	Dest.	Pilot: R.GIBB. (Was circling the home of a friend.)
ICF	Victa	115	24.11.65.	Yelleroi *	[Inverell airfield]	NSW	Trng/Day (Solo)	Following a heavy landing on his first solo, the pilot attempted to go around but experienced difficulty in maintaining directional control and, while	Subst.	* Location not found in Geoscience Gazeteer. AHSA saws Invertell Airfield Pilot T PURKIN OK
SFF	Piper	PA-25-150	03.12.65.	Biala	NE Yass	NSW	(S0I0) Ag/Day	avoiding a tree, the aircraft stalled and struck the ground. During a spray run, the pilot misjudged his pull-up and the aircraft struck a known power line and dived to the ground.	Subst.	J.S. and AHSA have occurrence date of 02.12.65. Pilot: M.SASIN.
IAL	Auster	1.5	03.12.65.	Zara Station	NNE Lismore	NSW	PVT/Day	During take-off from a short soft strip the pilot continued after he had noticed that the acceleration was slow. The aircraft became airborne but the tailwheel caught in a power line which arrested flight and catapulted the aircraft backwards to the ground.	Subst.	Pilot: G.BATTEN. and Pax OK
G?	[PZL]	[SZD] *Bocian (*Stork)Glider	05.12.65.	Warwick		QLD	PVT/Day	Shortly after the glider became airborne during an auto-tow launch the towing vehicle slipped out of gear. The aircraft stalled and the port wingtip struck the ground.	Subst.	
STO	Cessna	185	06.12.65.	near Zim Village	near Daru	PNG	CHTR/Day	An engine power loss occurred in flight, and in the ensuing forced landing on a bush track the aircraft struck two large tree stumps. The cause of the	Subst.	
ССН	[DeHavilland]	83	06.12.65.	Barney View	SSW Brisbane	QLD	PVT/Day	engine defect has not been determined. The pilot abandoned a downhill take-off from a field when he determined that there was insufficient distance remaining to become airborne, but	Subst.	The aircraft was later destroyed by a bushfire at Geary's Gap,ACT.
-	[DeHavilland]	"Fox Moth"	13.12.65.	near Laggan	NW Goulburn	NSW	Ag/Day	he was unable to stop the aircraf before it collided with the boundary fence. During the landing roll, the port main landing gear attachment bolt experienced a fatigue failure from bending loads and the landing gear collapsed.	Subst	
TPZ	Cessna	172[8]	13.12.65.	Abergowrie	S Tully	QLD	PVT/Day	During a cross-country flight, the pilot continued into marginal weather conditions and then made a precautionary landing on unsuitable terrain,	Subst.	
PNF	Pilatus	Porter	14.12.65.	Terapo		PNG	CHTR/Day	collapsing the nosewheel. Immediately after becoming airborne the aircraft went into a near vertical climb, stalled at approx. 80 feet and plunged nose-first to the ground.	Subst.	Pilot: H.T. HOWES injured.
		[PC-68-H2]						The pilot's preparation for the take-off was inadequate in that he did not set the stabiliser trim to the appropriate position and thereafter he did not maintain control of the aircraft in the pitching plane by the means which were available to him.		
	Cessna	185	17.12.65.	Pangia		PNG	CHTR/Day	After disembarking from the aircraft, the female passenger inadvertantly walked into the rotating propeller. The pilot did not guard against the risk of injury to disembarking passenger.	Nil	
UTN	Bell	47G-381	21.12.65.	near Safia		PNG	CHTR/Day	When in hover above the landing pad the helicopter lurched forward out of control, slid down an incline and came to rest about 50 feet below the pad.	Subst.	Pilot; W.WALLACE
-	Cessna	180	21.12.65.	near Scone		NSW	Ag/Day	The loss of control was due to the failure of a drag brace clevis bolt. Rough running and a substantial loss of engine power was experienced shortly after take-off and, in the ensuing forced landing the aircraft ran	Subst.	
								through a fence. The loss of power arose from an excessively rich mixture because of badly worn carburettor components.		
		47G-4	22 12 65	Little Namoton *	Clarendon?	5.0	An/Day	While spraying a crop which had a considerable transperse gradient the pilot misjudged the height and the post spray boom dug into the ground	Dest	* Location not known Actual "Littlehamnton"
ТОН	Bell	47G-4 [actual 47G-2]	22.12.65.	Little Hampton *	S Clarendon?	SA	Ag/Day	While spraying a crop which had a considerable transverse gradient, the pilot misjudged the height and the port spray boom dug into the ground. The helicopter rolled over and was destroyed by fire.	Dest.	" Location not known. Actual "Littlehampton". Pilot: S.LAYDON. OK
AKZ DHQ	Bell Fairchild Beech	[actual 47G-2] Argus 65	22.12.65. 25.12.65. 28.12.65.	near Tin Can Bay	S Clarendon? SE Maryborough [Hunt Oil Camp No.16]	SA QLD WA	Ag/Day PVT/Day CHTR/Day	While spraying a crop which had a considerable transverse gradient, the pilot misjudged the height and the port spray boom dug into the ground.	Dest. Subst. Subst.	Pilot: S.LAYDON. OK Pilot. N.CODPER and 3 Pax OK. Aircraft was on lease from Hawker De Havilland to Muirs Aviation, Jandakot.
AKZ	Fairchild	[actual 47G-2] Argus	25.12.65.	near Tin Can Bay	SE Maryborough	QLD	PVT/Day CHTR/Day	While spring a crop which had a considerable transverse gradient, the pilot miljudged the height and the port spray boom dug into the ground. The helicopter rolle over and was destroyed by fire. Engine power was lost due to the failure of a master connecting rod and the aircraft was committed to a forced landing in heavily timbered terrain. Just had main give collapsed on landing. Details to add.	Subst.	Pilot: S.LAYDON. OK Pilot. N.COOPER and 3 Pax OK.
AKZ	Fairchild Beech	[actual 47G-2] Argus 65 ["Queen Air"] 175	25.12.65. 28.12.65. 01.01.66.	near Tin Can Bay nr. Warburton Mission [50 nm SE] Canopus Homestead	SE Maryborough	QLD	PVT/Day CHTR/Day PVT/Day	While sprying a crop which had a considerable transverse gradient, the plot mijudged the height and the port spray boom dug into the ground. The helicopter rolled over and was destroyed by fire. Figine power was lost due to the failure of a master consecting roll and the aircraft was committed to a forced landing in heavily timbered terrain. Set that and man great collegate on landing. Poeta to add. Control was lost during a steeply banked turn at low altitude. The aircraft struck the ground and was destroyed by fire.	Subst. Subst.	Place S. LAYDON, OK POSE M. K. CODD'ER and 3 Pas OK. Accraft was on lease from Hawker De Havilland to Muirs Avistion, Jandaker. genzere: G. Goodall Place M. K. TWER and 4 Pas killed.
AKZ DHQ	Fairchild Beech	[actual 47G-2] Argus 65 ["Queen Air"]	25.12.65. 28.12.65.	near Tin Can Bay nr. Warburton Mission [50 nm SE]	SE Maryborough [Hunt Oil Camp No.16]	QLD WA	PVT/Day CHTR/Day	While sprying a crop which had a considerable transverse gradient, the plot mijudged the height and the port spray boom dug into the ground. The helicopter rolled over and was destroyed by fire. Figure power was lost due to the failure of a master consecting roll and the aircraft was committed to a forced landing in heavily timbered terrain. Set that and main gene rollsgues of no landing. Position to add. Control was lost during a steeply banked form at low allotted. The aircraft struck the ground and was destroyed by fire. Figure power coased during a time of a land to the structure of th	Subst. Subst.	Palot: SLAYDON, OK PAICH, NCOPERR and 3 Pax OK. Air craft was on lease from Hawker De Havilland to Muirs Aviation, Jandakot. [source: G.Goodall]
AKZ DHQ	Fairchild Beech Cessna [IMCO]	[actual 47G-2] Argus 65 ["Queen Air"] 175 A9 "Callair" [A-9A] 115	25.12.65. 28.12.65. 01.01.66. 02.01.66.	near Tin Can Bay nr. Warburton Mission [50 nm SE] Canopus Homestead [near] Kununurra Toodyay	SE Maryborough [Hunt Oil Camp No.16]	QLD WA SA WA	PVT/Day CHTR/Day PVT/Day Ag/Day PVT/Day	While sprying a crop which had a considerable transverse gradient, the plot mijudged the height and the port spray boom dug into the ground. The helicopter rolled over and was destroyed by fire. Engine power was lost due to the failure of a master connecting rod and the aircraft was committed to a forced landing in heavily timbered terrain. Leit hand main gear collapsed on landing. Details to add. Control was lost during a steeply baseded turn at low altitude. The aircraft struck the ground and was destroyed by fire. Engine power coased during a strunt at law level when the magneto switch leads were burned by an in-fligit engine bay fire. The aircraft was put from the control of the property coased during a strunt at law level when the magneto switch leads were burned by an in-fligit engine bay fire. The aircraft was put from the control of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of the property of property. The passegred demandanted over the leading ege of the low grad absoped in the forestimp groupeler.	Subst. Subst.	Place S. LAYDON, OK POSE M. K. CODDER Earl and 3 Pas OK. Accraft was on lease from Hawker De Havilland to Muirs Avistion, Jandakot. genzere: G. Goodall Place R. T. TVFR and 4 Pas killed.
AKZ DHQ	Fairchild Beech Cessna [IMCO]	[actual 47G-2] Argus 65 ["Queen Air"] 175 A9 "Callair" [A-9A]	25.12.65. 28.12.65. 01.01.66. 02.01.66.	near Tin Can Bay nr. Warburton Mission [50 nm SE] Canopus Homestead [near] Kununurra	SE Maryborough [Hunt Oil Camp No.16]	QLD WA SA WA	PVT/Day CHTR/Day PVT/Day Ag/Day	While sprying a crop which had a considerable transverse gradient, the pilot mijudged the height and the port spray boom dug into the ground. The helicopter rolled over and was destroyed by fire. Engine power was lost due to the failure of a master connecting rod and the aircraft was committed to a forced landing in heavily timbered terrain. Left hand maning par collapsed on landing. Details to add. Control was lost during a steeply hanked turn at tow altitude. The aircraft struck the ground and was destroyed by fire. Control was lost during a steeply hanked turn at low altitude. The aircraft struck the ground and was destroyed by fire. The aircraft struck the ground and was destroyed by fire. The aircraft was put down on only ground and was destroyed by fire. The in-flight fire commenced with the ignition of fire from a leaking fire! pressure gauge line at the front of the engine bubfiesd.	Subst. Subst.	Place S. LAYDON, OK POSE M. K. CODDER Earl and 3 Pas OK. Accraft was on lease from Hawker De Havilland to Muirs Avistion, Jandakot. genzere: G. Goodall Place R. T. TVFR and 4 Pas killed.
AKZ DHQ	Fairchild Beech Cessna [IMCO]	[actual 47G-2] Argus 65 ["Queen Air"] 175 A9 "Callair" [A-9A] 115	25.12.65. 28.12.65. 01.01.66. 02.01.66.	near Tin Can Bay nr. Warburton Mission [50 nm SE] Canopus Homestead [near] Kununurra Toodyay	SE Maryborough [Hunt Oil Camp No.16]	QLD WA SA WA	PVT/Day CHTR/Day PVT/Day Ag/Day PVT/Day	While springs a crop which had a considerable transverse gradient, the plot mijudged the height and the port spray boom dug into the ground. The helicopter rolled over and was destroyed by fire. Engine power was lost due to the failure of a master consideration of an anti- Engine power was lost due to the failure of a master consideration of an anti- Establishment of the springs of the spr	Subst. Subst. Dest. Dest. Nil	Pilote S. LAYDON. OK Pilote K. RODOPK Band J Pax OK. Arcraft was on lease from Hawker De Hawilland to Muirs Aviation, Jandakot. Journer G. Goodall Pilote R. TRVFR and a Pax killed. Pilote C. WOLFF. OK Rego confirmed G. Goodall Journess on disable or Dispressional Air Museum Calsouries C.
AKZ DHQ EIM KKZ	Fairchild Beech Cessna [IMCO] Victa Auster DeHavilland.	[actual 476-2] Argus 65 ["Queen Air"] 175 A9 "Callair" [A-9A] 115	25.12.65. 28.12.65. 01.01.66. 02.01.66. 02.01.66.	near Tin Can Bay nr. Warburton Mission [50 nm SE] Canopus Homestead [near] Kununurra Toodyay Sydenham West	SE Maryborough [Hunt Oil Camp No.16]	QLD WA SA WA WA	PVT/Day CHTR/Day PVT/Day Ag/Day PVT/Day PVT/Day	While spriving a crop which had a considerable transverse gradient, the pilot mijudged the height and the port spray boom dug into the ground. The helicopter rolled over and was destroyed by fire. Engine power was lost due to the failure of a master conscious ground and the aircraft was committed to a forced landing in heavily timbered terrain. Let that and main grace rollogue and instang. Peaks to add. Control was lost during a steeply banked turn at low altitude. The aircraft struck the ground and was destroyed by fire. Logine power caseed during a tim at a low level when the magneto switch heads were burned by an in fight engine bay fire. The aircraft was put down on soft ground and was destroyed by. The in-flight fire commenced with the ground on fine from a leaking full pressure gauge line at the finest of the engine bulkhoud. The passegred destinatived over the leading edge of the wing and stepped in to the rotating propeller. During a practice forced landing approach the aircraft collided with power transmission cables with the plot had not observed and then struck the Calaber off was absorbed when, a moderned evalent pa moderned varieties in selecting colors. Alta eff was absorbed when, it is not force quartering wind the plot was unable to manificant directional control. The aircraft moved adleways off the strip and both undercorringe truck were removed after striking colds.	Subst. Subst. Dest. Dest. Nil Subst.	Place S. LAYON, O. R DOBL M. COO'RE Mad 3 Pac OK. Arcraft was on lease from Hawker De Havilland to Muirs Avistion, Jandaker. Journer's G. Goodall Place R. TYVER and 4 Pac killed. Place C. WOLFE OK. Regio confirmed G. Goodall
AKZ DHQ EIM KKZ	Fairchild Beech Cessna [IMCO] Victa Auster DeHavilland. Australia	[actual 476-2] Argus 65 ["Queen Air"] 175 A9 "Callair" [A-9A] 115 J.58 DNA-3 ["Drover 3"]	25.12.65. 28.12.65. 01.01.66. 02.01.66. 02.01.66. 04.01.66. 05.01.66.	near Tin Can Bay nr. Warburten Mission [50 m s8] Canopus Homestead [near] Kununurra Toodyay Sydenham West Thargomindah [serodrome]	SE Maryborough [Hunt Oil Camp No.16]	QLD WA SA WA WA VIC QLD	PVT/Day CHTR/Day PVT/Day Ag/Day PVT/Day PVT/Day AWK/Day	While sprying a crop which had a considerable transverse gradient, the plot mijudged the height and the port spray boom dug into the ground. The helicopter rolled over and was destroyed by fire. Engine power was loat due to the failure of a master connecting rod and the aircraft was committed to a forced landing in heavily timbered terrain. Letch hand main gear collapsed on landing. Details to add. Control was lost during a steeply banked turn at low altitude. The aircraft struck the ground and was destroyed by fire. Engine power caseed during a strengt as fow level when the magneto switch leads were burned by an in-flight engine bay fire. The aircraft was put down on soft ground and was destroyed by fire. The aircraft was put down on soft ground and was destroyed by fire. The aircraft was put fown on the ground and was destroyed by fire. The aircraft was put down on soft ground and was destroyed by fire. The aircraft was put for the property destroyed by fire. The aircraft was put fown on the ground and was destroyed by fire. The aircraft was put for the property destroyed by fire. The aircraft was put down on soft ground and was destroyed by fire. The aircraft was put down on the ground and was destroyed by fire. The aircraft was put down on the ground and was destroyed by fire. The aircraft was put down on the ground and was destroyed by fire. The aircraft was put down on the ground and was destroyed by fire. The aircraft was put down on the ground and was destroyed by fire. The aircraft was put down on the ground and was destroyed by fire. The aircraft was put down on the ground and was destroyed by fire. The aircraft was put down on the ground and was destroyed by fire. The aircraft moved aircraft was put and the ground and aircraft and the ground and aircraft and the ground and aircraft and the ground and aircraft moved aircraft and the ground and aircraft and the ground and aircraft and the ground and aircraft and the ground and aircraft and the ground and aircraft and the ground and aircraft and th	Subst. Subst. Dest. Dest. Nil Subst. Subst.	Pilote S. LAYDON. OK PROME K. COOPER and 3 Pax OK. Accraft was on lease from Hawker De Hawilland to Muirs Aviation, Jandakot. Journee G. Goodall Pilot. R. TIVER and 4 Pax killed. Pilot. C. WOLFF. OK Rego confirmed G. Goodall Germans on digitiry at Queersland Air Museum Calourdra, Q. Pilot: K. KILLEN. And 2 Pax OK Forced landed in the grounds of a Mental Hospital while on a Right from Coolangatta
AKZ DHQ EIM KKZ WBA	Fairchild Beech Cessna [IMCO] Victa Auster DeHavilland. Australia Piper Republic	[actual 476-2] Argus 65 [Cueen Air*] 175 A9 "Callair* [A-9A] 115 J.58 DHA-3 ["Torover 3"] PA-24 ["Comanche"] RC-3 ["Seabee"]	25.12.65. 28.12.65. 01.01.66. 02.01.66. 02.01.66. 04.01.66. 05.01.66. 13.01.66.	near Tin Can Bay nr. Warburton Mission Si	SE Maryborough [Hunt Oil Camp No.16]	QLD WA SA WA WA VIC QLD QLD NSW	PVT/Day CHTR/Day PVT/Day Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day	While springs a crop which had a considerable transverse gradient, the plot mijudged the height and the port spray boom dug into the ground. The helicopter rolled over and was destroyed by fire. Engine power was load due to the failure of a master conscending roll and the aircraft was committed to a forced landing in heavily timbered terrans. Let that and man great cottogues on brating. Pecha to self. Control was lost during a steeply banked turn at low altitude. The aircraft struck the ground and was destroyed by fire. Engine power cased during a turn at a low level when the magneto switch leads were burned by an in right engine boy fire. The aircraft was put down on soft ground and was destroyed by. The In-flight fire commenced with the gloss on of fire from a leaking fair persons gauge line at the front of the engine buildhead. The engine power cased during a turn at low level when the was grad dispared in the treating propeller. Owner gar millionalized over the treating edge of the wing and dispared in the treating propeller. Alkeroff was abundanced when, an another all control control to the ground. Alkeroff was abundanced when, an another all quartering wind the plot was unable to maintain directional control. The aircraft struck were longed the struck of the part of the struck of t	Subst. Subst. Dest. Dest. Niil Subst. Subst. Subst. Subst.	Police S. LADON. OR BOSE H. K. CODE/RE and J. Pas OK. Alexand two so lease from Hawker De Havilland to Muirs Aviation, Jandakot. Journers C. Goodall Police R. TOYER and 4 Pas killed. Police C. WOLFE OK Police C. WOLF Police C. WOLFE OK Police C. WOLFE OK Police C. WOLFE OK Po
AKZ DHQ EIM KKZ WBA FDR	Fairchild Beech Cessna [IMCO] Victa Auster DeHavilland. Australia Piper Republic Piper	[actual 47G-2] Argus 65 ["Queen Air"] 175 A8 "Callair" [A-9A] 115 J-58 DIN-3 ["Torover 3"] PA-24 ["Comanche"] RG-3 ["Seabee"] PA-22-108	25.12.65. 28.12.65. 01.01.66. 02.01.66. 02.01.66. 04.01.66. 05.01.66. 06.01.66. 13.01.66.	near Tin Can Bay nr. Warburton Mission [50 nm 52] Canopus Homestead [near] Kununurra Toodyay Sydenham West Thagoranidah [serofrome] Croydon Rydalmere Wongan Hills	SE Maryborough [Hunt Oil Camp No.16]	QLD WA SA WA WA VIC QLD QLD NSW WA	PVT/Day CHTR/Day CHTR/Day Ag/Day Ag/Day Ag/Day PVT/Day PVT/Day AWK/Day PVT/Day PVT/Day PVT/Day	While springs a crop which had a considerable transverse gradient, the plot mijudged the height and the port spray boom dug into the ground. The helicopter rolled over and was destroyed by fire. Figure power was lost due to the failure of a master consecting of and the aircraft was committed to a forced landing in heavily timbered terrain. Let that making agree closured problems of the control of the cont	Subst. Subst. Dest. Dest. Nil Subst. Subst. Subst. Subst. Subst. Subst.	Pilote S. LAYDON. OK PROME K. COOPER and 3 Pax OK. Accraft was on lease from Hawker De Hawilland to Muirs Aviation, Jandakot. Journee G. Goodall Pilot. R. TIVER and 4 Pax killed. Pilot. C. WOLFF. OK Rego confirmed G. Goodall Germans on digitiry at Queersland Air Museum Calourdra, Q. Pilot: K. KILLEN. And 2 Pax OK Forced landed in the grounds of a Mental Hospital while on a Right from Coolangatta
AKZ DHQ EIM KKZ WBA FDR ECZ FOW AN_?	Fairchild Beech Cesana (IMCO) Victa Auster Desivaliand Australia Piper Republic Piper Douglas	[actual 476-2] Argus 65 65 65 [*Queen skr] 175 Ag 66 175 Ag 70 175 Ag 70 175 Ag 70 175 Ag 70 175 Ag 70 175 Ag 70 175 Ag 70 175 Ag 70 70 70 70 70 70 70 70 70 70 70 70 70	25.12.65. 28.12.65. 01.01.66. 02.01.66. 04.01.66. 05.01.66. 05.01.66. 13.01.66. 15.01.66.	near Tin Can Bay nr. Warburton Mission [50 nm 52] Canopus Homestead [near] Kununura Toodyay Sydenham West Thargomindah [serodrome] Croydon Rydalmere Wongan Hills Adelaide (West Beach) a/d.	SE Maryborough [Hust Oil Camp No.16] NE Mildura	QLD WA SA WA VIC QLD QLD NSW WA SA	PVT/Day CHTR/Dby CHTR/Dby Ag/Day Ag/Day Ag/Day PVT/Day AWK/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day	While spring a crop which had a considerable transverse gradient, the plot mijudged the height and the port spray boom dug into the ground. The helicopter rolled over and was destroyed by fire. Figine poper was lost due to the failure of a master consciencing of and the aircraft was committed to a forced landing in heavily timbered terrain. Lichthan damain gare colleges of in landing plots to add. Control was lost during a steeply banked turn at low allotade. The aircraft struck the ground and was destroyed by fire. Copies power caused during a turn at a low level when the magneto swith heads were burned by an in right engine bay fire. The aircraft was put down on soft ground and was destroyed by. The In-digit fire forcemenced with the gainst on fair form a leaking full persouse gauge line at the finant of the engine bulbhased. The passerger disembarded over the leaking edge of the wing and stepped in to the rotating propeller. During a practice forced landing approach the aircraft collided with power transmission cables within the plot had not observed, and then struck the content of the content of the plot is an aircraft struck the content of the plot is an aircraft struck the content of the plot is an aircraft struck the content of the plot is an aircraft struck the content of the plot is an aircraft struck the content of the plot is an aircraft struck the content of the plot is an aircraft struck the content of the plot is an aircraft struck the content of the plot is an aircraft struck the content of the plot is an aircraft struck the content of the plot is aircraft struck the content of the plot is an aircraft struck the content of the plot is an aircraft struck the content of the plot is an aircraft struck the content of the plot is an aircraft struck the content of the plot is an aircraft struck the content of the aircraft struck the content of the aircraft struck the content of the aircraft struck the content of the plot is aircraft struck the content of the aircraft struck the content of the ai	Subst. Subst. Dest. Dest. Nil Subst. Subst. Subst. Subst. Subst. Subst. Subst.	Piones S. LAYONO. OR POINT K. ROOPKE and 3 Pas OK. Arcraft was on lease from Hawker De Havilland to Muiris Aviation, Jandakot. Borners G. Goodall Place M. TYVER and 4 Pas silled. Place M. TYVER and 4 Pas silled. Place C. WOUFF. OK Ingo confirmed G. Goodall Bonnaiss on display at Queensland Air Museum, Calourdra, Q. Place K. KRUEN. And 2 Pas OK Forced landed in the grounds of a Mental Hospital while on a flight from Coolangstta on Salandson. Wire Capar Vacched to Bankstown. Not repaired. Place K. OCSTN. Repo confirmed G. Goodall
AKZ DHQ EIM KKZ WBA FDR ECZ FOW AN_7	Fairchild Beech Cesana (IMCO) Victa Auster Destwilland, Australia Piper Republic Piper Douglas Bell	[actual 476-2] Argua 65 65 [*Closen Air*] 175 A9 69 69 115 115 115 115 1-59 DNA-3 [*Drove 3"] PA-24 [*Commarber] 8-6-3 [*Sinther*] 9-6-2-3 47G-381	25.12.65. 28.12.65. 01.01.66. 02.01.66. 04.01.66. 05.01.66. 06.01.66. 15.01.66. 15.01.66.	near Tin Can Bay nr. Warburton Mission [50 nm 52] Canopus Homestead [near] Kununurra Toodyay Sydenham West Thargomindsh [serodrome] Croydon Bydalmere Wongan Hills Adelaide (West Beach) a/d. Alola Village (L.S.)	SE Maryborough [Hunt Oil Camp No.16]	QLD WA SA WA VIC QLD QLD NSW WA SA PNG	PVT/Day CHTR/Day PVT/Day Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day CHTR/Day	While springs a crop which had a considerable transverse gradient, the pilot mijudged the height and the port spray boom dug into the ground. The helicoptor rolled over and was destroyed by fire. Figine poper was lost due to the failure of a master consenting of and the aircraft was committed to a forced landing in heavily timbered terrain. Let that and main gene could be to the failure of a master consenting of and the aircraft struck the ground and was destroyed by fire. Control was lost during a steeply banked form at low allotade. The aircraft struck the ground and was destroyed by fire. Control was lost during a time of the struct of the stru	Subst. Subst. Dest. Dest. Nil Subst. Subst. Subst. Subst. Subst. Subst.	Pilote S. LAYDON. OK PROME K. COOPER and 3 Pax OK. Accraft was on lease from Hawker De Hawilland to Muirs Aviation, Jandakot. Journee G. Goodall Pilot. R. TIVER and 4 Pax killed. Pilot. C. WOLFF. OK Rego confirmed G. Goodall Germans on digitiry at Queersland Air Museum Calourdra, Q. Pilot: K. KILLEN. And 2 Pax OK Forced landed in the grounds of a Mental Hospital while on a Right from Coolangatta
AKZ DHQ EIM KKZ WBA FDR ECZ FOW AN_? UTJ/2 WFY	Fairchild Beech Cessna (IMCO) Victa Auster DeHavilland. Australia Piper Republic Piper Douglas Bell Cessna	[actual 476-2] Argua 65 65 65 70 175 70 70 175 70 175 70 175 70 175 70 70 70 70 70 70 70 70 70 70 70 70 70	25.12.65. 28.12.65. 28.12.65. 01.01.66. 02.01.66. 04.01.66. 05.01.66. 05.01.66. 13.01.66. 15.01.66. 17.01.66.	near Tin Can Bay nr. Warburton Massion So nos SS Canopus Homestead (rear) Kunanurra Toodyay Sydenham West Thargomindah serodrome Croydon Rydalmere Wongan Hills Adelaide (West Beach) a/d. Akida Vitiage (1.5.) Wannamal	St Maryborough [Huset Oil Camp No.16] NE Mildura NE Mildura near Kokoda [70 on N Perth]	QLD V/A SA WA VIC QLD QLD NSW WA SA PNG WA	PYT/Day CHTR/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day AWK/Day PYT/Day AG/Day Ag/Day Ag/Day	While spriving a crop which had a considerable transverse gradient, the pilot mijudged the height and the port spray boom dug into the ground. The helicopter rolled over and was destroyed by fire. Engine power was load due to the failure of a master connecting rod and the aircraft was committed to a forced landing in heavily timbered terrain. Leit hand main gear collapsed on landing. Details to add. Control was lost during a steeply basived turn at low altitude. The aircraft struck the ground and was destroyed by fire. Engine power coseed during a steeply basived turn at low altitude. The aircraft struck the ground and was destroyed by fire. Engine power coseed during a strunt at low altitude. The aircraft struck the ground and was destroyed by fire. Engine power coseed during a turn at low altitude. The aircraft struck the ground and was destroyed by fire. Engine power coseed during a turn at low altitude. The aircraft struck the ground and was destroyed by fire. Engine power coseed during a turn at low altitude. The aircraft struck the ground and was destroyed by fire. The engine business of the service of the servic	Subst. Subst. Dest. Dest. Dest. Nil Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	Police S. LADON. OK POSE M. KODONE M. and Pisc OK. Ascraft was on lease from Hawker De Havilland to Musis Aviation, Jandakot. Powers G. Goodall Police & TWOR and 4 Pas killed. Police C. WOLFE. OK Regio confirmed G. Goodall Remains on display at Queensland Air Museum, Caloundra, Q. Albox & OLGUE. And 2 Pisc OK Forced landed in the grounds of a Mental Hospital white on a Right from Coolangatta to Bankstown. Westigen trucker to Bankstown. Not repaired. Pilot; E. OLGSH. Regio confirmed G. Goodall Feet M. WAMLACS and 2 Pisc Impreed but OK Police C.H. WINITERIAN OK
AKZ DHQ EIM KKZ WBA FDR ECZ FOW AN_? UTJ/2 WFY KNV	Farchild Beach Cesona [IACO] Victa Auster Delevilland, Australia Piper Republic Piper Bell Cesona Bell Cesona Bell	[actual 476-2] Argua 65 65 65 65 70 175 196 197 197 198 115 158 DHA-3 ["Stower 3"] Parameter ["Stower 3"] PA-22-108 DC-3 476-381 150(-] 4762 [476-2]	25.12.65. 28.12.65. 28.12.65. 01.01.66. 02.01.66. 02.01.66. 04.01.66. 05.01.66. 13.01.66. 15.01.66. 17.01.66. 18.01.66.	near Tin Can Bay nr. Warburton Mission [\$0 nm \$\$] Canopus Homestead (rear) Kunrurura Toodyay Sydenham West Thargomindah [aerodrome] Croydon Rydalmere Wongan Hills Adelaide (West Beach) 3/d Alola village (L.S.) Wannamal Darwin River	SE Maryborough [Hust Oil Camp No.16] NE Mildura	QLD V/A SA WA VIC QLD QLD NSW WA SA PNG WA NT	PYT/Day CHTR/Day PYT/Day Ag/Day PYT/Day	While springs a crop which had a considerable transverse gradient, the pilot mijudged the height and the port spray boom dug into the ground. The helicopter rolled over and was destroyed by fire. Engine power was look due to the failure of a master consolering roll and the aircraft was committed to a forced landing in heavily timbered terrans. Enth and main gene collegate on landing. Pecka to add. Control was lost during a steeply banked turn at low altitude. The aircraft struck the ground and was destroyed by fire. Engine power caseed during a turn at a low level when the magneto switch leads were burned by an in flight engine buy fire. The aircraft was put down on soft ground and was destroyed by. The In-flight fire commenced with the given on fail from a leaking full pressure gauge line at the front of the engine buildhead. The passerger desirated and was destroyed by the. The right first from commenced with the given on fail from a leaking full pressure gauge line at the front of the engine buildhead. The passerger desirated vote the leading edge of the wing and stepped in to the rotating propeler. Passerger desirated before landing approach the aircraft collided with power transmission cubbs which the pilot had not observed, and then struck the called the struck of the s	Dest. Dest. Dest. Nil Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	Piones S. LAYONO. OR POINT K. ROOPKE and 3 Pas OK. Arcraft was on lease from Hawker De Havilland to Muiris Aviation, Jandakot. Borners G. Goodall Place M. TYVER and 4 Pas silled. Place M. TYVER and 4 Pas silled. Place C. WOUFF. OK Ingo confirmed G. Goodall Bonnaiss on display at Queensland Air Museum, Calourdra, Q. Place K. KRUEN. And 2 Pas OK Forced landed in the grounds of a Mental Hospital while on a flight from Coolangstta on Salandson. Wire Capar Vacched to Bankstown. Not repaired. Place K. OCSTN. Repo confirmed G. Goodall
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CMT	Beech	65-A90 * "Queen Air"	09.03.66.	near Merridin	1	WA	PVT/Day	A suspected engine malfunction caused the pillot to abandon a take-off with insufficient runway remaining to prevent the aircraft running into	Subst.	* Data mismatch Beech 65-A90 is a King Air. Actual type A65-80.??
GKB/2	Cessna	Queen Air" 185	10.03.66.	near Usino	 	PNG	CHTR/Day	rough terrain where the main landing gear was removed. The existance of an engine malfunction was not confirmed. Engine power ceased and fire broke out shortly after take-off and a forced landing was made on a rocky river bank. The exhaust outlet pipe had	Dest.	Rego confirmed G.Goodall Pilot: Malcolm DOUGLAS. And 3 Pax OK
GRD/Z	CCAMI	103	10.03.00.	new como	<u></u>		Ciriybay	fractured completely from the muffler and flames playing on the carburettor melted it.	De.ac.	The state of the s
DGL	Cessna	172F	13.03.66.	Vunakanau		PNG	AWK/Day	Following the successful exit of a parachutist, the pilot, who was inexperienced in instrument flying, allowed the aircraft to enter cloud but did not	Dest.	Pilot: Ross SMITH. Parachutist: Doreen WOODAGE.
								maintain effective control. The aircraft,on emerging from cloud,collided with the parachutist and spun to the ground inverted with the parachute entangled in the propeller.		
DEC?	Cessna	180∆	14.03.66.	near Yerong Creek	[40km SW Wagga Wagga]	NSW	Ag/Day	entanges in the properties. Directional control was lost during a downwind/crosswind take-off and the aircraft swung off the strip. The take-off was abandoned but the aircraft	Subst	
								ground-looped_collapsing the port undercarriage.		
MEY	Piper	PA-28-140	16.03.66.	Jandakot [aerodrome]		WA	Trng/Day (Solo)	During a crosswind landing the pilot did not maintain directional control and the aircraft swung off the runway, collapsing the starboard undercarriage.	Subst.	Rego confirmed G.Goodall
	Piper	"Cherokee" PA-18	16.03.66.	near Bombala	W Merimbula	NSW	(Solo) PVT/Day	After incorrectly identifying an agricultural strip at his destination, the pilot lost control while landing in strong crosswind conditions and the aircraft ran	Codest	
	ripei	PATE	10.03.00.	ileai bollibala	w weilinbula	NOW	PV1/Day	nate inconecup userinying an agricultural stup at his desuration, the pilot loss control while failuring in strong crosswing conditions and the airc art fail through a fence.	Subst.	
RWK	Cessna	150[B]	19.03.66.	Jandakot [aerodrome]		WA	Trng/Day	When smoke was observed entering the cabin at a height of approx. 200 feet after take-off, the student pilot turned the fuel off. The instructor was unable	Subst.	
							(Dual)	to restart the engine and was committed to a forced landing on an unsuitable area. During the landing the nosewheel dug into soft soil and the aircraft		
GQD	[PZL]	(0201.220	20.03.66.	Dubbo		AICIAI	PVT/Day	overturned. While carrying out a steep turn at about 500 feet above the ground the aircraft stalled and spun. Not recognising the spin, the pilot did not attempt the	Culus	
dQD	(PZL)	"Mucha Standard"	20.03.00.	Dubbo		NOW	PV1/Day	writer carrying out a steep turn at about 300 rest about 200 rest	Subst.	
		Glider								
RFY?	Cessna	172	24.03.66.	Highland Plains	SW Burketown	QLD	PVT/Day	The pilot attempted a take-off from a very soft, heavily grassed strip which seriously retarded the aircraft's acceleration. He did not abandon the take-off in sufficient time to prevent the aircraft skidding through the end of the strip into a gully and overturning.	Subst.	
DBN	Cessna	180	26.03.66.	[Green Range]	Albany	WA	Ag/Day	in surnivent time to prevent the anciant seasoning through the end of the strength of the stre	Dest	Pilot: H.SUMMERFIELD injured.
DUIT	CCAMIN	100	20.03.00.	(oreer range)	Abbilly	***		The aircraft had been inadvertantly overloaded and the hopper grossly contaminated with tree roots and stones.	Dest.	inc. it. sommen in the injured.
GAC	Cessna	172	28.03.66.	Goulburn [aerodrome]		NSW	Trng/Day (Solo)	An inexperienced pilot was unable to correct a swing which developed as the aircraft became airborne, and the take-off was abandoned. The aircraft veered off the strip and skidded along a drain before nosing down.	Subst.	Pilot: J.TURNER OK
COE	Discount.	YA-11/250R1	28.03.66.	20 1011 0		NSW		veered off the strip and skidded along a drain before nosing down.	Subst	
COE	(Yeoman)	"Cropmaster"	28.03.00.	20 nm NW Orange		NSW	Ag/Day	Engine power ceased after take-off due to water contamination of the fuel, and in the ensuing forced landing, the aircraft groundlooped collapsing the port undercarriage.	Subst.	
MTG	Victa	100	29.03.66.	near Scottsdale	NE Launceston	TAS	PVT/Day	When deteriorating weather and approaching darkness made a precautionary landing necessary, the pilot selected an apparently suitable field.	Subst.	
		"Airtourer"						Shortly after touchdown, the aircraft passed through a post and a fence.		
G?	[Schneider]	ES-60 "Boomerang"	03.04.66.	Shepparton		VIC	PVT/Day	Loss of lift necessitated a forced landing short of the planned destination. On the approach to the selected field, the glider probably encountered a wind gradient, stalled and nosed into the ground.	Subst.	
		Glider						gradient, staned and no sed into the ground.		
MUR	Victa	115	03.04.66.	Quairading	[near Bulyee]	WA	PVT/Day	Following three runs over a farm house at a low height, a climbing turn to the right was commenced during which control was lost and the aircraft struck	Dest.	Pilot: G.TAYLOR and Pax injured.
\vdash		"Airtourer"						the ground. The most probable cause was an inadvertant stall followed by use of incorrect recovery technique.		
MKV	Cessna	180	04.04.66.	[Good Forest.]	near Lithgow	NSW	Ag/Day	The aircraft became airborne in a semi-stalled condition and struck trees, probably because the pilot, intending to operate the dump lever, inadvertantly selected full flap.	Subst.	Pilot: H.HENMAN injured
G ?	Granau	Glider	10.04.66	Forbes	 	NSW	Trng/Dav	selected full flap. The aircraft became airborne quicker than usual then sank when the winch tow decelerated too much. The pilot's vision was obscured by the drogue chute	Subst.	
L ~	2.2100	2.00.1	20.54.00.		<u></u>		Trng/Day (Solo)	and the aircraft bounced. The tow was released but the aircraft struck the ground heavily and ground looped.		<u> </u>
SKB	Cessna	172[F]	13.04.66.	Moorabbin [aerodrome]		VIC	AWK/Day	After landing into a strong and gusty wind and while turning off the runway the starboard wing was lifted by a wind gust and the aircraft overturned.	Subst.	
RML *	Vickers	Viscount 810 #	18.04.66.	Brisbane Airport		QLD	RPT/Day	When the undercarriage was extended for landing all normal system hydraulic pressure was lost through a burst nosewheel steering hose. When the nose	Subst.	# Typo. Model should be '816' or '818 or '832'.
		[V-832]			1	1		wheel touched down a violent and uncontrollable shimmy developed inducing structural damage to the rear fuselage. A damper bearing was found grease contaminated, the nose wheels were of unequal dimensions and the pilot did not follow a proper landing technique.	1	* Source UK CAA World Airline Accident Summary. Via Richard Stanton.
WAX	C.A.C.	CA-28	18.04.66.	[Galong]	near Harden	NSW	Ag/Day	The aircraft failed to climb away after take-off and clipped a fence. After passing between trees, the port wing struck the ground followed by the aircraft.	Subst.	Pilot: D.LECKIE OK
		"Ceres"						The pilot lost directional control shortly after touch down and attempted to go-around. The aircraft became airborne but struck two fences before striking		<u> </u>
PLV	Cessna	172G	21.04.66.	Corryong	1	VIC	PVT/Day	The pilot lost directional control shortly after touch down and attempted to go-around. The aircraft became airborne but struck two fences before striking	Subst.	Rego confirmed G.Goodall
AZO	Piper	PA-25-235	21.04.66.	near Mount Canobolas	SW Orange	NSW	AWK/Day	the ground heavily. Engine power ceased as a result of fuel starvation and in the ensuing forced landing the starboard wing struck a tree stump. The fuel tank had been emptied	Subst.	Pilot: R.MARSDEN OK. AHSA confirms reg.
ALU	ripei	"Pawnee"	21.04.00.	near Wount Canoooids	3W Grange	HOW	AVIKIDAY	through the siphoning action of a non-standard venting system.	Suust.	THE REPORT OF PASA CONTINUE TOS.
BBW?	Cessna	180	22.04.66.	[15 km NE Nowra]	near Berry	NSW	Ag/Day	The aircraft was landed at higher than normal speed too far into the strip. When braking proved ineffective on the wet, grassy surface, the pilot ground	Subst.	
		4	20.5:	Manage .		L	*****	looped the aircraft to avoid running through a fence, and the starboard undercarriage collapsed.		Pilot: C.BEEK and Pax OK
WHS	Bell	47G2 [47G-2]	30.04.66.	Konnongorring	1	WA	AWK/Day	Shortly after take-off when in a climbing turn and translational flight the engine and main rotor R.P.M. decreased as a result of overpitching. In the forced landing which followed, the main rotor blade severed the tail boom.	Subst.	PROC CIBEEK and Pax OK
CSD?	Cessna	170(A)	30.04.66.	Lae aerodrome	1	PNG	PVT/Day	nameng which following, the high control to the con	Subst.	
BTS	Cessna	172	30.04.66.	near Cudal		NSW	PVT/Day	On applying throttle at the conclusion of a practice forced landing approach engine power ceased, probably as a result of carburettor ice. The aircraft	Subst.	Pilot; B.HILL OK
						<u> </u>		stalled during an attempted 180 degree turn and the starboard wingtip struck the ground. The aircraft then impacted heavily on all three wheels.		
BDF	[DeHavilland]	82	01.05.66.	Brodies Plains	nr Inverell	NSW	Trng/Day (Dual)	The aircraft, which had the rear fuselage fabric removed, did not recover from a deliberately initiated spin and struck the ground in a flat attitude. The flight instructor was not familiar with the spinning characteristics of the aircraft and ignored a placard prohibiting aerobatic maneouvres.	Subst.	PIC: T.WEEKES Pupil: M.RITTER injured
SWA/2	Cessna	185	04.05.66.	Grafton		NSW	Ag/Day	Engine power ceased at a low altitude and in the ensuing forced landing the aircraft struck a fence overturned and caught fire. The loss of power was due to	Dest.	Pilot: C.SWIFT OK
								fuel starvation resulting from a fractured fuel control unit return line fitting.		
INW	Bell	47J2A [47]-24]	04.05.66.	Scotts Peak	near Maydena	TAS	AWK/Day	Prior to touchdown on a sloping pad the tail rotor blade tips were damaged by impact with an embedded rock. The landing was abandoned and when at	Subst.	Pilot: C.WARD. Injured
6.2	[Schneider]	[47J-2A] ES-52	08.05.66.	Bacchus Marsh [aerodrome]	W Melbourne	VIC	Trng/Day	a height of about 200 feet the tail rotor drive shaft sheared an autorotative descent was made but the aircraft touched down heavily on a steep slope. When on final approach for landing with the air brakes half extended the rate of descent increased due turbulence. Intending to retract the air brakes the	Suber	
9_1	(scrineruer)	"Kookaburra"	JB.U3.00.	Succinus miaisii (aerourome)	w webourie	VIC	(Solo)	inadvertantly fully extended them. The glider then undershot the landing area and struck a tree.	Suust.	
PCR	Auster	3	08.05.66.	Harden		NSW	PVT/Day	When some 2,000 feet from the end of the strip on a heading consistent with a landing approach the aircraft dived to the ground from a height of	Dest.	Pilot: B.OSBORNE and prospective buyer W.THORPE killed.
L		[Taylorcraft Model F]	L			L	L	approximately 100 feet. The cause of the accident was that the pilot inadvertantly allowed the aircraft to stall.	4	
ABH	[Yeoman]	YA-1 "Cropmaster"	10.05.66.	near Lady Barren Island	Flinders Island	TAS	Ag/Day	Immediately prior to becoming airborne a propeller blade separated from the hub and the engine became detached from the airframe. The blade failure resulted from fatigue cracking of undetermined origin.	Subst.	
KMN	Cessna	172[F]	10.05.66.	near Hornsby	north Sydney suburb	NSW	AWK/Day	resulted from the ground of the ground of the ground of the ground of the ground. The according to the ground of the accident could not be	Dest.	Pilot: K.N.MAY (Director NAVAIR) and Pax: T.LEACH both killed.
		-0.7			, ,		.,,,	determined.		, ,
PLQ	Cessna	172G	12.05.66.	near Tooms Lake	NE Hobart	TAS	Trng/Day	During a cross-country training flight, the pilot lost control of the aircraft and was unable to regain it before the aircraft crashed in heavily timbered terrain.	Dest.	Pilot: Miss M. FERGUSSON killed.
BWH/4	Victa	100	17.05.66.	near Pinnaroo	 	SA	(Solo) Trng/Day	The reason for the loss of control has not been established. Although there were no eye witnesses of the accident, the aircraft is believed to have stalled and dived into the ground during a simulated forced landing.	Dest.	Crash date also reported as 18.05.66. but this is SOR date.
bwn/4	victa	100	17.05.00.	ileai riffnaroo	1	SA	Trng/Day (Solo)	namongor were the the eye writesses or the authoris, the annual is believed to have stated and dived into the ground during a simulated forced sanding.	Dest.	Crash date also reported as 18.05.66. but this is SOR date. Pilot; J.SYMONDS killed
DGG	Cessna	182G	23.05.66.	Yundamindera	SE Leonora	WA	AWK/Day	During take-off from a strip of marginal length the pilot did not recognise the retarding effect of the soft surface. Shortly after becoming airborne the	Subst.	
					<u> </u>			starboard tailplane struck a fence post and the aircraft was landed without further damage.		
IDN	[DeHavilland]	DHC-2 "Reaver"	25.05.66.	near Yass	1	NSW	Ag/Day	At the commencement of a spreading run a substantial loss of engine power occurred due to the fracture of a counterweight bolt. A forced landing was made on steeply sloping terrain and the aircraft was deliberately overturned to avoid running over the 100 foot high edge of a dam.	Subst.	
DFZ	Cessna	172[F]	28.05.66.	near Stonefield	NE Adelaide	SA	Trne/Day	made on steepily stoping terrain and the aircraft was deliberately overturned to avoid running over the 100 foot high edge of a dam. Feeling ill and doubting his ability to continue his first solo cross country in safety, the pilot decided to land enroute. During the approach to land the	Dest.	Pilot: J.TILLEY.
							Trng/Day (Solo)	aircraft struck a power line , nosed into the ground and overturned.		
SCS	Piper	PA-25-150 "Pawnee"	30.05.66.	near Biloela		QLD	Ag/Day	Because of inadequate co-ordination between pilot and markers, the pilot became confused at the commencement of the operation and continued to	Subst.	Rego confirmed G.Goodall
			1	near Edenhope	CM/ Howbon	VIIC	DL/T/Day	spray beyond the cutoff point. The aircraft struck a tree in a belated pull-up. When a substantial loss of engine power occurred during a turn after take-off, the aircraft stalled and struck the ground nose down. The probable cause of	Dast	Crash date also reported as 07.07.66. AHSA reports 04.06.66. !!!!
pvc	[Dallarilland]		U3 DE EE		SW Horsham	VIC	PVT/Day	When a substantial loss of engine power occurred during a turn after take-off, the aircraft stalled and struck the ground nose down. The probable cause of the power loss was a partial blocking of the fuel line to the filter by foreign matter.	Dest.	Pilot: G.TOBIN injured
BXS	[DeHavilland]	DH-82	03.06.66.						Doct	Pilot: N.EDWARDS killed Pax: C.THOMPSON burned.
BXS UTB/2	[DeHavilland]	DH-82 47G2	03.06.66. *	75 nm W Coen		QLD	AWK/Day	During take-off from a a clearing in a remote area surreounded by trees 40-60 feet high, the main rotor blades struck the branches of trees and control was	Dest.	
		DH-82				QLD	AWK/Day	During take-off from a a clearing in a remote area surreounded by trees 40-60 feet high, the main rotor blades struck the branches of trees and control was lost. The helicopter struck the ground, rolled and was destroyed by fire. The pilot elected to take-off in a direction which did not provide adequate	Dest.	
UTB/2	Bell	DH-82 47G2 [47G-2]	04.06.66.	75 nm W Coen [Aurukun Mission]				clearance from obstacles in the aircraft's path.	Sub-*	Bean confirmed G Goodall
		DH-82 47G2 [47G-2] PA-25-235		75 nm W Coen		QLD WA	AWK/Day Ag/Day	clearance from obstacles in the aircraft's path. Ten minutes after take-off engine power cassed due to fuel exhaustion. The aircraft stalled and struck the ground heavily in a flat attitude, collapsing the undercarriase. The pilot needected to sursure that sufficient fuel was carried for the flight.	Subst.	Rego confirmed G.Goodall
UTB/2	Bell	DH-82 47G2 [47G-2] PA-25-235 "Pawnee" Grupau Raby II	04.06.66.	75 nm W Coen [Aurukun Mission]	W Melbourne			clearance from obstacles in the aircraft's path. Ten minutes after take-off engine power cassed due to fuel exhaustion. The aircraft stalled and struck the ground heavily in a flat attitude, collapsing the undercarriace. The pilot needected to sursure that sufficient fuel was carried for the flight.	Subst.	Rego confirmed G.Goodall
UTB/2	Bell Piper [Schneider]	DH-82 47G2 [47G-2] PA-25-235 "Pawnee" Grunau Baby II Gilder	12.06.66. 13.06.66.	75 nm W Coen [Aurukun Mission] near Kununurra Bacchus Marsh [aerodrome]	W Melbourne		Ag/Day PVT/Day	deterance from obtations in the aircraft's gath. The minutes that the off-off-ope power created due to fixed enhancation. The aircraft stalled and struck the ground heavily in a flist attitude, collapsing the audiencations. The plant suggested to ensure that sufficient hale was carried for the light. The plant suggested to ensure that sufficient hale was carried for the light. The plant suggested to ensure that sufficient hale was carried for the light. The plant suggested to ensure that sufficient hale was carried for the light. The plant suggested to ensure that sufficient has suggested and carried the ensure that the plant struck the plant attempted a suggested to the plant struck the p	Subst.	lego confirmed G.Goodall
UTB/2	Bell	DH-82 47G2 [47G-2] PA-25-235 "Pawnee" Grunau Baby II Glider 23	04.06.66. 12.06.66.	75 nm W Coen [Aurukun Mission] near Kununurra	W Melbourne		Ag/Day	clearance from obtacles in the aircraft's path. The minutes after stace-off engine power ceased due to fuel enhanction. The aircraft stalled and struck the ground heavily in a flist attitude, collapsing the undercarriage. The pilot neglected to ensure that sufficient fluel was carried for the flight. Annich baunch was absoliced at a height of approximately 100 feer with ample naway remaining for a landing straight ahead. The pilot attempted a 190° trans to be left during which the glider stalled, struck the ground and cartwheeled. Difference of the committee of the structure	Subst. Subst. Subst.	Regs confirmed G Goodall
UTB/2	Bell Piper [Schneider]	DH-82 47G2 [47G-2] PA-25-235 "Pawnee" Grunau Baby II Gilder	12.06.66. 13.06.66.	75 nm W Coen [Aurukun Mission] near Kununurra Bacchus Marsh [aerodrome]	W Melbourne		Ag/Day PVT/Day	for an ext from obtations in the aircraft's gath. The minutes direct size-off engine power created due to fuel enhancation. The aircraft stalled and struck the ground heavily in a flist attitude, collapsing the undercrarings. The plant neglected to ensure that sufficient feel was carried for the light. A work hausen's was absolitioned at a height of approximately 3D flower with anarghe canway remaining for a landing straight ahead. The plot attempted a summary of the sufficient straight and the summary of the	Subst. Subst. Subst. Subst.	Rego confirmed G.Goodall
TSW GFD?	Bell Piper [Schneider] Beech Cessna	DH-82 47G2 [47G-2] PA-25-235 "Pawnee" Grunau Baby II Glider 23 "Musketeer" 182G	12.06.66. 13.06.66. 13.06.66.	75 nm W Coen [Aurukun Mission] near Kununurra Bacchus Marsh (sendrome) [near] Lismore 50 [nm] SW Roebourne	W Melbourne	WA VIC NSW	Ag/Day PVT/Day CHTR/Day PVT/Day	floarance from obtaineds in the aircraft's gath. The minutes after 126-0ff engine power created due to fuel enhancation. The aircraft stalled and struck the ground heavily in a flist attitude, collapsing the undercraining. The plat neglected to ensure that sufficient field was carried for the flight. A winch haunch was absolined at a neglect plat approximately, 100 feet with angele runway remaining for a landing straight ahead. The plot attempted a 300° from to the feldulating which the glider stalleds. After, the ground and carriedwised. Solid the plot of the straight of the glider stalleds. After, the ground and carriedwised. The plot of the glider stalleds and the glider stalleds. The plot of the ground and carriedwised. The plot of the glider stalleds are straight to get the ground and carriedwised. The plot of the ground is a straight to get the ground and carriedwised. The plot of the ground is a straight to get the ground and carriedwised. The plot of the ground is a straight to ground it is a straight to get the ground and carriedwised. The plot of the ground is a straight to ground it is a forced landing during which the aircraft can through a drain and struck tree.	Subst. Subst. Subst.	Rego confirmed G.Goodall
TSW GFD?	Bell Piper [Schneider] Beech	DH-82 47G2 [47G-2] PA-25-235 "Pawnee" Grunau Baby II Glider 23 "Musketeer"	12.06.66. 13.06.66.	75 mm W Coen [Aurukun Mission] near Kununurra Bacchus Marsh [serodrome] [near] Lismore	W Melbourne	WA VIC NSW	Ag/Day PVT/Day CHTR/Day	clearance from obtacles in the aircraft's path. The minutes after stacl-eff engine power caseed due to fuel enhanction. The aircraft stalled and struck the ground heavily in a fliat attitude, collapsing the undercarriage. The pilot neglected to ensure that sufficient fleel was carried for the flight. A wrich baunch was absolitored at a height of approximately, 100 feet with ample runway remaining for a landing straight ahead. The pilot attempted a 190'' turn to the left, during which the glider stalled, struck the ground and carrisheeded. During a crossived flowwill landing on a very grassy strip, the arricraft over-and the landing area into a distrip, collapsing the nose gear. The pilot did not correctly assess the surface conditions before landing. Sough running and loss of engine power due to undetermined cause/s resulted in a forced landing during which the aircraft ran through a drain and struck trees.	Subst.	Rego confirmed G.Goodall
TSW GFD?	Bell Piper [Schneider] Beech Cessna	DH-82 47G2 [47G-2] PA-25-235 "Pawnee" Grunau Baby II Glider 23 "Musketeer" 182G	12.06.66. 13.06.66. 13.06.66.	75 nm W Coen [Aurukun Mission] near Kununurra Bacchus Marsh (sendrome) [near] Lismore 50 [nm] SW Roebourne	W Melbourne	WA VIC NSW	Ag/Day PVT/Day CHTR/Day PVT/Day	floarance from obtaineds in the aircraft's gath. The minutes after 126-0ff engine power created due to fuel enhancation. The aircraft stalled and struck the ground heavily in a flist attitude, collapsing the undercraining. The plat neglected to ensure that sufficient field was carried for the flight. A winch haunch was absolined at a neglect plat approximately, 100 feet with angele runway remaining for a landing straight ahead. The plot attempted a 300° from to the feldulating which the glider stalleds. After, the ground and carriedwised. Solid the plot of the straight of the glider stalleds. After, the ground and carriedwised. The plot of the glider stalleds and the glider stalleds. The plot of the ground and carriedwised. The plot of the glider stalleds are straight to get the ground and carriedwised. The plot of the ground is a straight to get the ground and carriedwised. The plot of the ground is a straight to get the ground and carriedwised. The plot of the ground is a straight to ground it is a straight to get the ground and carriedwised. The plot of the ground is a straight to ground it is a forced landing during which the aircraft can through a drain and struck tree.	Subst. Subst. Subst.	Rego confirmed G.Goodall
TSW GFD?	Bell Piper [Schneider] Beech Cessna	DH-82 47G2 [47G-2] PA-25-235 "Pawnee" Grunau Baby II Glider 23 "Musketeer" 182G	12.06.66. 13.06.66. 13.06.66.	75 mm W Coen [Aurukun Mission] near Kununurra Bacchus Marsh [serodrome] [rear] Lismore 50 [mm] SW Roebourne near Moolawastana Station Carea Beach	W Melbourne or Newcastle	WA VIC NSW	Ag/Day PVT/Day CHTR/Day PVT/Day PVT/Day PVT/Day	Generates from obtations in the aircraft's gath. The minutes that read off-engine power exceed due to fixel enhanction. The aircraft stalled and struck the ground heavily in a flist attitude, collapsing the underexisting. The plant originates the areas that sufficient half-eas curred for the high. The plant originates the plant originates the areas that sufficient half-eas curred for the high. During a crossward downfill funding on a wet grassy strip, the aircraft over can the lunding areas into a distinctional production of the control	Subst. Subst. Subst.	Rego confirmed G.Goodall Page PTAYLOR, OK
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TSW GFD?	Bell Piper [Schneider] Beech Cessna Piper	DH-82 4762 [47G-2] PA-25-235 "Pawnee" Grunau Baby II Glider 23 "Musketeer" 182G PA-28-235 PA-24-250	12.06.66. 12.06.66. 13.06.66. 13.06.66. 22.06.66.	75 mm W Coen [Aurukun Mission] near Kununurra Bacchus Marsh [serodrome] [rear] Lismore 50 [mm] SW Roebourne near Moolawastana Station Carea Beach	W Melbourne or Newcastle 100 km E Albury	WA VIC NSW WA NT NSW	Ag/Day PVT/Day CHTR/Day PVT/Day PVT/Day PVT/Day	dearance from obtations in the aircraft's gath. The minutes after table off engine power created due to fuel enhancation. The aircraft stalled and struck the ground heavily in a flist attitude, collapsing the underscrinage. The pilot mejected to ensure that sufficient field was carried for the flight. A wrich baunch was abbationed at a height of approximately 100 feet with ample runway remaining for a landing straight ahead. The pilot attempted a labor barn to the left during which the glober stalled, struck the ground and carriededed. Dormag a cossission destination latering on each group voing, the aircraft overve in the landing area into a distripction and carrieded and car	Subst. Subst. Subst.	Rego confirmed G Goodall Floor PTAYLOR OK
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TSW GFD?	Piper [Schneider] Beech Cessna Piper Piper Cessna Cessna Cessna	DH-82 4762 [476-2] PA-25-235 PA-25-235 Grander II 23 **Musiketer** 182G PA-28-235 PA-28-235 180A	04.06.66. 12.06.66. 13.06.66. 13.06.66. 18.06.66. 22.06.66. 25.06.66. 30.06.66. 01.07.66.	75 mm W Coen [Aurukun Mission] near Kunumurra Bacchus March [serrodrome] [near] Lismore 50 [mm] SW Roebourne near Moolawatana Station Caves Beach Nygan [acordome] Tooms Homested [Station] Osobip	nr Newcastle	WA VIC NSW WA NT NSW NSW NSW NSW NSW	Ag/Day PVT/Day CHTR/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day Ag/Day CHTR/Day	Geranese from obtations in the aircraft's gath. The minutes direct cold off engine power cased due to feel enhanction. The aircraft stalled and struck the ground heavily in a flist attitude, collapsing the underscraines, The pilot sneglected to ensure that sufficient held was carried for the light. The pilot sneglected to ensure that sufficient held was carried for the light. Sold Time to the left chaining which the gield entailed unsuch the pilot attempted a sold transport of the structure	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	Page: PTAYLOR OK
TSW GFD?	Piper [Schneider] Beech Cessna Piper Cessna Cessna Cessna Piper	DH-82 4762 [476-2] PA-25-235	04.06.66. 12.06.66. 13.06.66. 13.06.66. 18.06.66. 22.06.66. 22.06.66. 25.06.66. 01.07.66.	75 mm W Coen [Aurukun Mission] near Kununurra Bacchus Marsh [nerodrome] [near] Lismore 50 [nm] SW Roebourne near Moolawatana Station Cares Beach Nyngan [nerodrome] Tooms Homestead [Station] Obobip near Corryong	nr Newcastle	WA VIC NSW WA NT NSW NSW NSW NSW NSW	Ag/Day PVT/Day CHTR/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day Ag/Day CHTR/Day Ag/Day	floar ance from obtaticles in the aircraft's gath. The minutes after table off engine power created due to fuel enhanction. He aircraft stalled and struck the ground heavily in a fliat attitude, collapsing the undercurrings. The pilot neglected to ensure that sufficient field was carried for the flight. A wrich hand, was absolinced at a neight to a promovable to 100 cert with angele runway remaining for a landing traight ahead. The pilot attempted a 360° fun to the left, during which the global attalled, struck the ground and carriedwised. 360° fun to the left, during which the global attalled, struck the ground and carriedwised. 360° fun to the left, during which the global attalled, struck the ground and carriedwised. 360° fun to the left, during which the global attalled, struck the ground and carriedwised. 360° fun to the left, during which the global attalled, struck the ground and carriedwised. 360° fun to the left, during which the plot of the global and the global attalled ground and carriedwised the global attalled and struck trees. 360° fun to the struck the global attalled ground and carriedwised the global attalled ground and struck trees. 360° fun to the struck the ground the aircraft trans through a drain and struck trees. 360° fun to make the global attalled ground the struck the ground have the aircraft trans through a drain and struck the ground have the struck the ground have the struck the ground struck. 360° fun to make the global attalled ground the struck the ground heavily when it stalled at about 20 feet above the ground. 360° fun to ground the struck ground the struck the ground heavily when it stalled at about 20 feet above the ground. 360° fun to ground the struck ground heavily when it stalled at about 20 feet above the ground the struck to land and touched down with insufficient distance remaining in which to stop the aircraft before it struck a fence and coverturence. 360° fun to ground the struck ground the struck to land and the aircraft truck the ground heavily whe	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	PRIOR PTAYLOR, OK *Types: should be PA-25-215.
TSW GFD?	Piper [Schneider] Beech Cessna Piper Cessna Cessna Cessna Piper	DH-82 4762 [476-2] 4762 [476-2] Ph-35-335 Ph-35-335 Ph-35-335 Ph-38-335	04.06.66. 12.06.66. 13.06.66. 13.06.66. 18.06.66. 22.06.66. 25.06.66. 25.06.66. 01.07.66. 06.07.66.	75 mm W Coen [Aurukun Mission] near Kununurra Bacchus Marsh (serodrome) [near] Lismone 50 [nm] SW Roebourne near Moolewatana Station Caren Beach Nyngan (serodrome) 1 Tooma Homestead (Station) Oloobip near Corryong Eucharecere*	or Newcastle 100 km E Albury	WA VIC NSW WA NT NSW NSW NSW NSW NSW NSW NSW	Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day Ag/Day CHTR/Day Ag/Day CHTR/Day	Generates from obtations in the aircraft's gaith. The minutes direct cold off engine power created due to fixed enhancistion. The aircraft stalled and struck the ground heavily in a flist attitude, collapsing the underexistings. The plate tragelected to ensure that sufficient hele was carried for the light. The plate tragelected to ensure that sufficient hele was carried for the light. During a crossword downfull funding on a wet grassy storp, the aircraft over can the landing area into a distinctional grain and carried hele. During a crossword downfull funding on a wet grassy storp, the aircraft over can the funding area into a distinctional grain and carried process of the control	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	PRIOR PTAYLOR, OK *Types: should be PA-25-215.
TSW GFD?	Piper [Schneider] Beech Cessna Piper Cessna Cessna Cessna Piper	DH-82 4762 [476-2] PA-25-235	04.06.66. 12.06.66. 13.06.66. 13.06.66. 18.06.66. 22.06.66. 25.06.66. 25.06.66. 01.07.66. 06.07.66.	75 mm W Coen [Aurukun Mission] near Kununurra Bacchus Marsh (serodrome) [near] Lismone 50 [nm] SW Roebourne near Moolewatana Station Caren Beach Nyngan (serodrome) 1 Tooma Homestead (Station) Oloobip near Corryong Eucharecere*	or Newcastle 100 km E Albury	WA VIC NSW WA NT NSW NSW NSW NSW NSW NSW NSW	Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day Ag/Day CHTR/Day Ag/Day CHTR/Day	floar ance from obtaticles in the aircraft's gath. The minutes after table off engine power created due to fuel enhanction. He aircraft stalled and struck the ground heavily in a fliat attitude, collapsing the undercurrings. The pilot neglected to ensure that sufficient field was carried for the flight. A wrich hand, was absolinced at a neight to a promovable to 100 cert with angele runway remaining for a landing traight ahead. The pilot attempted a 360° fun to the left, during which the global attalled, struck the ground and carriedwised. 360° fun to the left, during which the global attalled, struck the ground and carriedwised. 360° fun to the left, during which the global attalled, struck the ground and carriedwised. 360° fun to the left, during which the global attalled, struck the ground and carriedwised. 360° fun to the left, during which the global attalled, struck the ground and carriedwised. 360° fun to the left, during which the plot of the global and the global attalled ground and carriedwised the global attalled and struck trees. 360° fun to the struck the global attalled ground and carriedwised the global attalled ground and struck trees. 360° fun to the struck the ground the aircraft trans through a drain and struck trees. 360° fun to make the global attalled ground the struck the ground have the aircraft trans through a drain and struck the ground have the struck the ground have the struck the ground struck. 360° fun to make the global attalled ground the struck the ground heavily when it stalled at about 20 feet above the ground. 360° fun to ground the struck ground the struck the ground heavily when it stalled at about 20 feet above the ground. 360° fun to ground the struck ground heavily when it stalled at about 20 feet above the ground the struck to land and touched down with insufficient distance remaining in which to stop the aircraft before it struck a fence and coverturence. 360° fun to ground the struck ground the struck to land and the aircraft truck the ground heavily whe	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	PRIOR PTAYLOR, OK *Types: should be PA-25-215.

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UYD	Waco	"Cherokee" YKS-6	09.07.66.	Goorimpa	NE Wilcannia	NSW	PVT/Day	The pilot did not maintain directional control during a landing in slight downwind/crosswind conditions, the port wingtip struck the ground and the	Subst.	
FRD	Auster	14	10.07.66	Cape Barren Island		TAS	PVT/Day	aircraft flipped onto it's back. The pilot allowed his attention to be diverted whilst air dropping a parcel at a very low level, and the aircraft flew into a large pine tree.	Dect	Dilat- C DEDOCI CO Villad
BBW?	Cessna	180	11.07.66.	near Bathurst		NSW	Ag/Day	A take-off was abandoned when the aircraft passed over a crest on the strip and a horse was sighted near the expected lift-off point. Heavy braking was	Subst.	FROM FAMILY SEAR NIBELL
KNU	Bell	47G2	15.07.66.	near Port Keats		NT	CHTR/Day	applied too late to prevent the aircraft running off the end of the strip, crossing a road and skidding into a fence. Shortly after commercine a the-off the heistonter was remedend in a district bould and when the night attempted to "feel" the heliconter back onto the	Subst.	Later exported to Iran as EP-HAZ.
SA/P3	Piper	[47G-2] PA-28-160	15.07.66	Manilla	nr Colleseachsi	NSW	DAT/Dan	ground in the reduced visibility the main rotor blade struck the ground and the aircraft overturned.	Subra	*
CDQ	Piper Auster	PA-28-160 J.4	15.07.66. 22.07.66.	Manilla Young	iii Collareneori	NSW	PVT/Day PVT/Day	The pilot overshot a landing in calm conditions and applied braking at too late a stage to prevent the aircraft running into the boundary fence. The pilot, who had little inexperience on the aircraft type, landed at an excessive speed downhill. He was unable to stop the aircraft in the strip length	Subst.	Pilot: A.ARMSTRONG injured.
PEY	Piper	PA-28-180	24.07.66.	[11 nm Young] Kiddle Plains*		QLD	PVT/Day	available and it ran off the strip and collided with a rock outcrop. After becoming airborne the pilot erred in considering that the aircraft would not clear fences and trees ahead and abandoned the take-off at a late stage.	Subst.	* Location not found in Geoscience Gazeteer.
HEV?	The second second	1724	27.07.66	Kannaroo Island		CA.	DAT/Dan	The aircraft ran through two fences on to rough ground.	Subra	Rego confirmed G.Goodall
TW/2	Cessna [Sikorsky]	172A S.58B	28.07.66.	Kangaroo Island Kieta		SA PNG	CHTR/Day	The pilot misjudged an attempted landing in a confined space, the tail rotor struck a hangar awning and directional control was lost. Touchdown was	Subst.	* Crash date also reported as 29.07.66.
·QV	Cessna	[S-588] 172F	01.08.66.	near Cranbrook	NW Mt.Barker	WA	PVT/Day	effected but the main rotor blade severed the tail boom, the starboard undercarriage collapsed and the helicopter came to rest on it's side. Following a bounce after touching down on a strip of insufficient length, the aircraft skidded on wet grass ran through the upwind boundary fence and	Subst.	Pilot: Bill MAYO.
								struck a hay shed.		
IHL	Hughes	269B	02.08.66.	near Parafield		SA	PVT/Day	When recovery action was initiated during a practice auto-rotational descent the engine failed to respond, for reasons which could not be determined, and the aircraft struck the ground heavily in a tail down attitude, then nosed over.	Subst.	Pilot: E.EBERBACH OK
DRN	Piper	PA-25-235	04.08.66.	near Goomalling	NE Perth	WA	Ag/Day	While turning prior to commencing the third spray run, the aircraft for reasons which have not been determined, struck the ground in a steep nose down attitude with the wings level, and on a heading which indicated that the turn had been almost completed.	Dest.	Pilot: P.ODIE killed
CDU	Beech	35	05.08.66.	Channel Point	SW Darwin	NT	PVT/Day	Following a low level run along the strip with the landing gear extended, the aircraft was seen to climb slightly then dive almost vertically into the	Dest.	Pilot: R.HEALEY and Pax killed. AHSA confirms.
G?	[SZD]	Bocian	06.08.66.	Warwick		QLD	PVT/Day	ground and burn. Forced to land away from the aerodrome due to a loss of lift the pilot was attempting to position the aircraft for the landing when the starboard wing tip	Subst.	
смо	Cessna	Glider 336	06.08.66.	Mt. Poki *		PNG	CHTR/Day	struck the ground and the aircraft touched down travelling sideways. While climbing after take-off from a strip 5,350 feet A.M.S.L., a loss of power on the rear engine led to a rapid loss of height and the aircraft descended	Dest.	* Crash location also recorded as "Mt. Hagen" (actual 5 nm S Mt. Hagen).
								onto a cloud covered ridge. The cause of the power loss has not been determined.	Dest.	Pilot:Maurice ALDRIDGE killed.
BFG	Beech	B23 ["Musketeer"]	13.08.66.	Kingston	N Ballarat	VIC	PVT/Day	The pilot who was not qualified for instrument flight, lost control while flying in cloud at a low height and the aircraft dived steeply into the ground. (Aircraft was on a Charter flight from Bannockburn to Broken Hill.)	Dest.	Pilot: Brian McNamara. Pax: Arthur Carland, John Smith and Thomas Nixon all of Colac. Acft. Owned by Max Johnstone of Highton. CFI of Delta Flying Group.
RT	[Schneider]	ES59 ["Arrow"]	14.08.66.	Gawler		SA	PVT/Day	During an auto-tow launch the cable broke at a height of approximately 500 feet. A turn was commenced but a spin developed which continued until the aircraft struck the ground. The reason for the loss of control could not be conclusively determined but pilot incapacitation is possible.	Subst.	Pilot: Mrs. M.Le PAGE injured.
		["Arrow"] Glider				<u> </u>				
PKT	Cessna	182H	16.08.66.	Lindeman Island	NW Mackay	QLD	PVT/Day	After touching down approximately half was along a downsloping strip which was also downwind the pilot initiated a "go-around" too late for the aircraft to achieve a flight path over the rising terrain ahead. The aircraft crashed into trees close to the aerodrome boundary and was destroyed by fire.	Dest.	Pilot: LCARRUTHERS and one Pax Ok. 2 Pax killed. All one family.
CB	Cessna	310C	17.08.66.	Port Moresby		PNG	CHTR/Day	In his preparation for landing the pilot did not obtain an undercarriage down and safe indication. After several unsuccessful attempts to remedy the situation he landed and the starboard undercarriage retracted. It was found that an actuating torque tube attachment had failed.	Subst.	Rego confirmed G.Goodall
EX?	Cessna	172A	20.08.66.	near Kimba	SW Port Augusta	SA	PVT/Day	Shortly after touchdown on an unsuitable area the nosewheel rim shattered on impact with an embedded tree stump. The flat nosewheel then struck a	Subst.	
ND	Helio	295	20.08.66.	Georgetown	NW Townsville	QLD	PVT/Day	stone and the nosewheel strut snapped off. A take-off was discontinued when directional control was lost, and in the ensuing ground loop the starboard undercarriage leg collapsed. The pilot did not	Subst.	Rego confirmed G.Goodall
BC	Cessna	[H-295 Super Courier] 210	21.08.66.	Dona [airstrip]		PNG	PVT/Day	ensure that the tailwheel was locked prior to commencing the take-off run. The pilot attempted a take-off from a strip of inadequate length in view of it's long wet grass surface. The aircraft became airborne but collided with	Subst.	Pilot: Ron GRIFFIN.
_					NATION CONTROL			trees at the end of the strip.	C. L	
LEY	Beech	95-55 "Baron"	24.08.66.	Anningie Station	N Alice Springs	NT	PVT/Day	Towards the end of the landing roll on an apparently serviceable strip the nosewheel broke through the dry surface crust into a wet,underlying layer and the nosewheel assembly collapsed.	Subst.	
_?	Bell	47G-3B1	24.08.66.	Kupei		PNG	AWK/Day	The pilot misjudged the local conditions while landing in a confined area and a following wind gust caused the helicopter to fall heavily onto the pad, slide forward and strike an oil drum.	Subst.	
UC	[CZL]	Meta Sokol L40	27.08.66.	Penshurst	N Warrnambool	VIC	PVT/Day	When braking was applied following a normal touchdown the landing gear retracted. The pilot did not ensure that the landing gear was locked down prior	Subst.	Rego confirmed G.Goodall
V? D?	Cessna	1858	27.08.66.	Kerema		PNG	CHTR/Day	to landing. Attempting to maintain visual flight in conditions of restricted visibility the pilot operated the aircraft at a height which did not provide a safe clearance	Subst.	
2	Cessna	180[G]	30.08.66.	Yilui		PNG	PVT/Day	above terrain and the aircraft struck the upper branches of a tree. During the landing roll on a strip at which there were inadequate facilities for the ground inspection and reporting of surface conditions the port under-	Subst.	
					and the state of t			carriage ran into a depression concealed by cut grass and the aircraft overturned.		STATE VILLE III
3/2	Cessna	150[F]	31.08.66.	[Christmas Hills]	near Yarra Glenn	VIC	Trng/Day (Solo)	Selecting a practice forced landing field outside the authorised low flying area and close to high terrain the pilot descended to a height from which the climb gradient required to clear the terrain was beyond the performance capabilities of the aircraft. The aircraft struck trees below the top of a ridge and	Dest.	Pilot: T.Walker
TC	Beech	C17L	01.09.66.	Moorabbin [serodrome]		VIC	PVT/Day	was destroyed by fire. A wheels up landing was carried out when the pilot was unable to extend the aircraft's landing gear because of malfunction of both the normal electrical	Subst.	Pilot: Len DAY.
		P.166					PVT/Day	system and the emergency mechanical system.	6.1.4	
IF.	Piaggio		01.09.66.	Parkės [aerodrome]		NSW		Because of incorrect rigging of the nosewheel assembly the downlock did not engage and a violent shimmy developed on landing which caused the nose gear assembly to retract.	oubst.	Rego confirmed G.Goodall
S	[DeHavilland]	DH-82	05.09.66.	Parkes [aerodrome]		NSW	PVT/Day	The pilot flew the aircraft from the front cockpit and immediately after take-off it yawed violently to the right and completed a circle before striking the runway. The rudder bar interconnecting rod had become disconnected when the locking pin was lost from the rear fitting and the pilot was thereby	Subst.	
_	Beech	G35	10.09.66.	40nm SE Calvert Hills	NE Tennant Creek	NT	PVT/Day	General of rudder control. There was a failure of the number 2 piston enroute and the pilot was committed to a wheels up forced landing on unsuitable terrain.	Codest	
		["Bonanza"]			ive remiant Creek				auust.	
?	Piper	PA-30	11.09.66.	near Quirindi		NSW	PVT/Day	During a low level demonstration flight the starboard engine was feathered whilst the undercarriage and flap was extended. Airspeed and altitude could not be maintained and a wheels-up landing was carried out in a paddock.	Subst.	
	Piper [Schneider]	PA-23 Grunau Baby	13.09.66. 15.09.66.	Junee Narrogin		NSW WA	CHTR/Day PVT/Day	The pilot allowed the aircraft to touch down in long grass short of the indicated threshold. It ran through a drain displacing the undercarriage rearwards. On final approach to land the pilot commenced and continued a side slipping maneouvre to too low a height. The starboard wing struck the ground and	Subst.	SOR date also reported as "14.09.66"
~	(scincide)	Glider		-				the aircraft cartwheeled.	Suust.	and the same of th
15?	Bell	47G2 [47G-2]	15.09.66.	20nm WSW Ingham		QLD	AWK/Day	When the headwind dropped shortly after lift-off the helicopter commenced losing airspeed and height. Whilst turning to avoid heavy timber ahead the aircraft continued to descend and settled amongst small trees.	Subst.	
2/2	[DeHavilland]	DHC-1	18.09.66.	Bulloo Downs	S Newman	WA	PVT/Day	Engine roughness and some loss of power due to spark plug fouling was experienced shortly after take-off, and during an attempt to complete a circuit a further power loss occurred. In the ensuing crosswind in a clearing short of the strip the port wing struck the ground, the aircraft veered right and the	Subst.	
						<u> </u>		starboard undercarriage collapsed.		
Q	[Piper]	PA-25-235 "Pawnee"	19.09.66.	near Coolamon	WSW Cootamundra	NSW	Ag/Day	During a climbing turn after completing a stripping run the starboard undercarriage collided with an electric power transmission line and the aircraft struck the ground inverted.	Subst.	Pilot: L.STEVENS killed. AHSA confirms.
00	[Piper]	PA-25[-235] "Pawnee"	21.09.66	Bugilbone	[WNW Burren Junction]	NSW	Ag/Day	Whilst manoeuvring to avoid obstructions in the field being sprayed, the pilot misjudged his height above the ground and the starboard wingtip entered the crop. The aircraft caught fire and overturned.	Dest.	Rebuilt as PA-25-235/A1 VH-FOO. Pilot: D.KNIGHT OK
	[Vickers]	Viscount 832	22.09.66.	[11 nm] near Winton		QLD	RPT/Day	An in-flight mechanical failure of the No.2 cabin blower initiated a fire which progressed to a fuel tank. The port wing failed when the strength of it's main	Dest.	Capt: K.COOPER F/O:7 2 Flight Attendants and 20 Pax killed.
iΕ	Lockheed	[414] Hudson [Mk.IV]	24.09.66.	[Nadjayamba Station] Tennant Creek		NT	AWK/Day	spar was reduced by heat and an in-flight disintegration of the aircraft occurred. For reasons which have not been determined the aircraft struck the ground in a steep nose down attitude when it was in the circuit area preparing to land.	Dest.	Capt: Kenneth Arthur ROWLANDS. F/O.: David Augustus van PLOENNIES.
QA.	[SZD]	Bocian Glider	25.09.66.	Kow Swamp	[near Leitchville]	VIC	Trng/Day (Solo)	The winch cable broke when the glider was at a height of approx. 350 feet after take-off and the pilot allowed the aircraft to stall and spin. Recovery was not effected before the aircraft struck the ground in a steep nose-down attitude.	Subst.	Pilot: P.RIFE died later.
SE	[Noorduyn]	UC64A	26.09.66.	near Armidale		NSW	Ag/Day	For reasons which have not been determined the aircraft failed to climb away after becoming airborne and struck the ground on it's main wheels in a gully.	Dest.	Capt: C.PAY injured.
		"Norseman"						On becoming airborne again it struck the top strand of a wire fence then alighted on the main wheels in a rock strewn paddock, collided with a tractor, over-turned, and was destroyed by fire.		
(Victa	100	26.09.66.	near Murgon	SE Gayndah	QLD	Trng/Day (Solo)	The pilot did not take adequate measures to avoid an engine performance deterioration arising from carburettor icing. In carrying out a flapless forced	Subst.	
		4732	29.09.66.	Hawksnest (sic)	nr Newcastle	NSW	(Solo) PVT/Day	landing on a disused airstrip the aircraft struck the ground heavily, dislodging the nosewheel. An exhaust rocker arm shaft became dislodged in flight and an auto-rotational landing was made on a beach. After touching down in a strong crosswind the	Subst.	
?	Bell		01.10.66.	[Hawks Nest] near Fanning river H'stead.	SW Townsville	QLD	AWK/Day	starboard skid buried in the sand and the aircraft overturned. A ground engineer had neglected to instal the rocker shaft retaining plate. A substantial power loss occurred shortly after take-off due to failure of an exhaust valve and in the resultant downwind forced landing the helicopter	Subst.	
?		[47J-2] 47G2			Jwijaniic			settled very heavily causing the rotor blades to sever the rear fuselage tubes.		
	Bell	[47J-2] 47G2 [47G-2]				WA	AWK/Day	Engine power was lost en route due to the failure of number one cylinder inlet valve assembly. In the ensuing forced landing in rough country the main rotor blades struck the tail rotor and aft tail boom assembly.	Subst.	Rego confirmed G.Goodall
	Bell Bell	[47G-2] 47G3-B1 [47G-3B1]	01.10.66.	Inglis Gap	E Derby			The undercarriage collapsed following a heavy landing on a beach and the aircraft overturned. The pilot did not take corrective action after a wind gust	Subst.	
	Bell	[47G-2] 47G3-B1		Inglis Gap Curtis Island	E Derby SE Rockhampton	QLD	PVT/Day	The undercantage compages rounting a neary standing on a deart and the arrivant overtunied. The prior during class corrective action are a wind gost	1 .	
MCG	Bell Bell	[47G-2] 47G3-B1 [47G-3B1]	01.10.66.		,	QLD NSW	PVT/Day PVT/Day	The unless a large collapses (unlowing a reary shalling on a vestal and or less out a vest unless. The plant unlocked conference action after a wind goar made the aircraft shallon to an excessive shelp during the largeling hold off. While low flying the helicopter became entangled in a 3 cable power line array, was pulled to the ground where it landed heavily on the skids and rolled a conference and the shallon of the sha	Subst.	Pilot: F.SUTTON and 1 pax injured. 1 Pax OK
MCG	Bell Bell Auster	[47G-2] 47G3-B1 [47G-3B1] J.5	01.10.66. 03.10.66.	Curtis Island	,			made the air-cart balloon to an exessive height during the landing hold off. While low Phyling the Octoborget became entangled in a 3 cable power line array-was pulled to the ground where it landed heavily on the skids and rolled over. The air-cart became air-borne at a speed to low for effective lateral control in the gusty, crosswind conditions, and the take-off was abandoned after the	Subst.	Pilot: F.SUTTON and 1 pax injured. 1 Pax OK
DUS WWH	Bell Bell Auster Bell [CZL]	[47G-2] 47G-81 [47G-381] 1.5 47G5 [47G-5] Super Aero 45 [Series II]	01.10.66. 03.10.66. 03.10.66. 03.10.66.	Curtis Island	,	NSW NSW	PVT/Day PVT/Day	made the air-card balloon to an exessive height during the landing hold off. While low flying the helicopter became entangled in a 3 cable power line array, was pulled to the ground where it landed heavily on the skids and rolled over. The air-card became air shore at a speed too low for effective lateral control in the gusty, crosswind conditions, and the take-off was abandoned after the tathorand wing lip struck the ground. The air-card is testiled back on an all three wheels but verend off the strin, entered a wheat crop and overturned.	Subst. Subst.	
DUS VWH	Bell Bell Auster	[47G-2] 47G-3B1 [47G-3B1] 1.5 47G5 [47G-5] Super Aero 45 [Series II] 172G G-164	01.10.66. 03.10.66.	Curtis Island [near] Camden Cootamundra [aerodrome]	,			made the arrant balloon to an excessive height during the landing hold off. While low fright the holdscope became entirely led in a 2 daily lower line arraywas pulled to the ground where it landed heavily on the skids and rolled lower. While low fright the holdscope became entirely led in a 2 daily lower line arraywas pulled to the ground where it landed heavily on the skids and rolled lower. It is not a standard to be a special to be for effective lateral control in the gasty, crossword conditions, and the table of the substandard with the lateral day and the lateral results and the lateral day and the lateral	Subst. Subst. Subst. Dest.	Priot: F-SUTTON and 1 pax injured: 1 Pax OK Rego confirmed G.Goodstil Visice R.PILLING OK
DUS	Bell Bell Auster Bell [CZL]	[47G-2] 47G3-81 [47G-381] 1.5 47G5 47G5-5] Super Aero 45 [Series II] 172G G-164 "Ag Cat" E557 "Kingtisher"	01.10.66. 03.10.66. 03.10.66. 03.10.66.	Curtis Island [near] Camden Cootamundra [aerodrome] West Maitland [aerodrome]	SE Rockhampton	NSW NSW	PVT/Day PVT/Day	made the acraft balloon to an excessive height during the landing hold off. While low flying the holdpoor became entirely led in a 2 daily become large region and where it landed heavily on the skids and rolled over. The acraft became all borne at a speed too low for effective lateral control in the gusty, crosswind conditions, and the take-off was abandoned after the tateboard using tip struck the ground. The aircraft settled back onto all three whells but verseed of the strip, entered a wheat crop and overturned. While take view party wind conditions the standard using titled and the aircraft was verturned by a succession of wind party and transport of the aircraft was verturned. While take view party wind conditions the standard was ingelted and the aircraft was verturned by a succession of winding stats. The party wind conditions the standard view gifted and the aircraft was verturned by a succession of winding stats. The party of the party of the party of the party of the party of the party of the verturned by a succession of winding stats. The party of the	Subst. Subst. Subst. Dest. Subst.	
DUS WWH	Bell Auster Bell [CZL] Cessna [Grumman]	[47G-2] 47G-81 [47G-381] 1.5 47G-5 [47G-5] Super Aero 45 [Series II] 172G G-164 *Ag Cat*	01.10.66. 03.10.66. 03.10.66. 03.10.66. 04.10.66. 06.10.66. 07.10.66.	Curtis Island [near] Camden Cootamundra [aerodrome] West Matitand [aerodrome] near Clifton Bellata	SE Rockhampton	NSW NSW NSW QLD	PVT/Day PVT/Day PVT/Day Ag/Day PVT/Day	made the air-raft halloon to an exessive height during the landing hold off. While low flying the following the common and the landing hold off. While low flying the following the common and the landing hold off. While low flying the following the common and the landing hold off. Be air-raft became air-borne at a speed too low for effective lateral control in the gusty, crosswind conditions, and the take-off was abandoned after the stathouts wing lip struck the ground. The air-raft settled back onto all three wheels but veered off the string-entered a wheat crop and overturned. Whilst take sing in spatial wair conditions the stathout and wair filled and the air-raft was overturned by a succession of wind gots. The air-raft struck power transmission calles during spraning operations and was pulled almost vertically to the ground where it was destroyed by impact forces and fifter. Prior to commencing the operation the pilot of dis not be adequate measures to infiliation inhelies with obstackes in the area. The pilot allowed the glider to become airborne in an externelly rose high attitude and when he corrected, the called was over-run and the tow released. The stathoush wing by the strucks the ground and the glider crackwheeled.	Subst. Subst. Subst. Dest. Subst.	
DUS VWH	Bell Bell Auster Bell [CZL]	[47G-2] 47G3-81 [47G-381] 1.5 47G5 47G5-5] Super Aero 45 [Series II] 172G G-164 "Ag Cat" E557 "Kingtisher"	01.10.66. 03.10.66. 03.10.66. 03.10.66. 04.10.66. 06.10.66.	Curtis Island [near] Canden Cootamundra [aerodrome] West Maitland [aerodrome] near Clifton	SE Rockhampton	NSW NSW NSW QLD	PVT/Day PVT/Day PVT/Day Ag/Day	made the air-rant halloon to an exessive height during the landing hold off. While low flying the hologate became entangled in a 3 cable power line array-was pulled to the ground where it landed heavily on the skids and rolled over. The air-rant became air-borne at a speed too low for effective lateral control in the gusty, crosswind conditions, and the take-off was abandoned after the tathout whise [ip struck the ground. The air-rant settled back onto all three wheels but veered off the strip, entered a wheat or op and overturned. Minist taking in goals wind conditions the standord wring lifted and the air-rand's was overturned by a succession of wring dusts. The air-rant struck power transmission cables during granging operations and was pulled almost vertically to the ground where it was destroyed by impact forces and fire, Prior to commencing the operation the pilot did not he adequate measures to infalliate himself with obstacks in the area. The pilot allowed the glider to become airborne in an extremely rose high stitution and with the standord wing the best study the ground and the glider carchineded. The pilot of incommand did not anticipate or correct for a wind gradient close to the ground. The glider touched down on a highway short of the aerodrome indirects a carching and offer the carchined and offer the carch	Dest. Subst.	

		į.	i	1	1	1	i	aircraft struck a farm implement and overturned.	1	1
POJ	[Piper]	PA-28-180 "Cherokee"	09.10.66.	Casterton *		VIC	PVT/Day	When the pilot attempted to land on a wet grass area of inadequate length, and wheel braking proved ineffective, the aircraft ran into a post and rail fence	Subst.	* Landing area was the Casterton Race Course
CCG	[Grumman]	"Cherokee" G-164	10.10.66.	20nm W Stanthorpe		QLD	Ag/Day	at the upwind end. Unable to locate his destination and running short of fuel ,the pilot was forced to land on unsuitable terrain. The aircraft passed through a fence and	Subst.	Rego confirmed G.Goodall Rego confirmed G.Goodall
TMK	Mooney	"Ag Cat" M20E	13.10.66.	Balfour Downs	ESE Katanning	WA	AWK/Day	crossed a road before striking a fence post and overturning. At the moment of flaring the aircraft during a short field landing the pilot mistook the stall warning horn for the undercarriage warning and took action	Subst.	Rego confirmed G.Goodall
TIVIK					ESE Katanning			which resulted in the previously extended undercarriage being retracted.		Rego confirmed G.Gobdaii
	Cessna	185	14.10.66	Yimas Lakes		PNG	PVT/Day	A complete loss of engine power followed the failure of number 2 and 3 main bearings and the aircraft had to be landed on a rocky river bed. The reason for the bearing failures has not been established.	Subst.	
	[DeHavilland]	DHC-2	15.10.66	near Griffith		NSW	Ag/Day	Engine power ceased during a low level inspection run when the pilot allowed the selected fuel tank to become exhausted. The aircraft struck a fence and an embankment in the forced landing which followed.	Subst.	
ROQ?	Cessna	150[F]	16.10.66.	Whittlesea [aerodrome]		VIC	Trng/Day	An inexperienced pilot over corrected a bounce following a heavy landing. The aircraft then touched down heavily on the nosewheel, which collapsed.	Subst.	
IHE	Hughes	269A	18.10.66.	Moorabbin [serodrome]		VIC	(Solo) Trng/Day	While carrying out a practice auto-rotation the pupil did not arrest the rate of descent and the helicopter struck the ground heavily in a tail down attitude.	Subst.	
WEBS	Dines	PA-22-150	23.10.66.	near Shepparton		VIC	(Dual)	During the climb out following a practice forced landing approach, engine power ceased abruptly, probably due to fuel starvation and the aircraft struck a	Subst.	
WENT	ripei						Trng/Day (Solo)	tree in the ensuing forced landing. The fuel starvation was initiated by a broken washer jamming the fuel selector valve mechanism.		
UTO	Bell	47G4 [47G-4]	25.10.66.	near Lake Judd	W Hobart	TAS	AWK/Day	The pilot continued with the take-off from a lateral slope although the down hill skid had not lifted and the helicopter rolled over, down slope, into an inverted position.	Subst.	Rego confirmed G.Goodall
	[Piper]	PA-28-180	27.10.66.	Mataranka	SE Katherine	NT	PVT/Day	The pilot, uncertain about reaching his destination before last light and in fading light conditions decided to land on an area which proved unsuitable. Ouring the landing roll the aircraft struck several ant-hills obscured by long grass and the port undercarriage collapsed.	Subst.	
RV_?	[DeHavilland]	DH-82	29.10.66.	Lyndhurst	S Moorabbin	VIC	PVT/Day	During an aerobatic maneouvre the engine stopped and the pilot made two unsuccessful attempts to restart it. He then misjudged the approach to a forced	Subst.	
RKH	Victa	100	30.10.66.	near Monto	W Bundaberg	QLD	Trng/Day	landing field and the aircraft ran through the upwind boundary fence. At the conclusion of a training flight the pilot-in-command permitted the aircraft to be flown at a very low altitude back towards the aerodrome.	Dest.	Pilot, K.LANHAM and student killed.
KBA	Auster	16	21.10.66	and Barbhamatan	-	OLD	(Dual)	The aircraft struck power transmission cables crashed inverted and was destroyed by fire. ASN Database reports: "Crashed at an airfield near Rockhampton."	Codest	G.Goodall adds: "The aircraft made a heavy landing on the beach at Curtiss Island
KDA	Austei	1.5	31.10.00.	near Kocknampton			N/K	Port Database reports. Classico at an anneo near rocknampton.	Subst.	after which the undercarriage collapsed and the aircraft overturned".
CSS TNE?	Cessna Cessna	180 172G	03.11.66. 03.11.66.	Cargo near Euroa	WSW Orange	NSW VIC	Ag/Day PVT/Day	During the take-off run the port landing gear spring leg failed due to the development of a fatigue crack and the aircraft groundlooped. Immediately after becoming airborne the port wheel struck a large rock concealed in long grass, and which was not detected during the pilot's previous	Subst. Subst.	
								inspection of the intended take-off path.		
FAN	[Piper]	PA-25-235	05.11.66.	Dean	NE Ballarat	VIC	Ag/Day	Whilst concentrating on positioning the aircraft to ensure spraying a particular area, the pilot forgot that he was approaching a power line. After contacting the wires the aircraft struck the ground in a flat attitude.	Subst.	Pilot: B.RICKARD OK AHSA confirms reg.
GLE	[Schneider]	ES-52 "Kookaburra" Glider	05.11.66.	Inverell [aerodrome]		NSW	Trng/Day (Dual)	After becoming airborne on a winch operated launch, a cable break occurred at a height of approximately 200 feet. Although there was sufficient distance	Subst.	Instructor: I.TURNER OK Pupil injured.
WSM	[Piper]	PA-25-235	05.11.66.	Gelantipy	ESE Omeo	VIC	(Dual) Ag/Day	to land straight ahead the pilot attempted a modified circuit during which the port wing struck the ground and the glider cartwheeled. The pilot landed downwind on a short slippery surface and the aircraft collided with a superphosphate bin at the end of the strip.	Subst.	Rego confirmed G.Goodall
ССВ	[Grumman]	G-164	07.11.66.	Drayton	nr Ipwsich	QLD	Ag/Day	The flight was continued into deteriorating weather conditions and the aircraft descended to a low altitude before an attempt to turn onto a reciprocal	Subst.	Pilot; James Walter MILLER. Struck 4GR transmitter on St. Matthews Hill, Drayton, Q.
	("Ag -Cat"						course was made. During the turn the aircraft entered the base of the cloud and struck a radio station mast.		у под под под под под под под под под под
KFD?	Cessna	180A	07.11.66.	Smithton (aerodrome)	<u> </u>	TAS	PVT/Day	During the landing run the port brake assembly locked on probably as a result of the brake disc clips becoming detached and fouling the brake disc. The aircraft groundlooped to starboard when the brake unit suddenly released.	Subst.	
CMU	Cessna	336	08.11.66.	Madang		PNG	CHTR/Day	A take-off was abandoned following a loud bang and loss of power. The crankshaft propeller flange of the rear engine had failed and a tail boom was severed by the propeller as it fell away.	Subst.	Pilot: Harold RONDORF.
BPF#	Cessna	210/5	09.11.66.	Eureka Homestead	E Mt.Isa [*]	QLD	CHTR/Day	After landing on a strip of sub-standard width the hydraulic line to the starboard brake fractured. Unable to stop the aircraft within the confines of the	Subst.	[*] Multiple listings exist.
GLN?	[Schleicher]	KA6 Glider	10.11.66.	Naraling		WA	PVT/Day	landing area the pilot deliberately steered it into light timber. During an auto-tow launch using a curved tow path the glider over-ran the cable and was jerked into the air at a steep angle. The pilot was concussed by	Subst.	# Rego also reported to be BNH.
	(DeMarilland)	[Ka6] DH-82A	12.11.66.	Ballarat		VIC	PVT/Day	striking his head within the cockpit and thereafter only had partial control of the glider which landed heavily. Nearing the end of a landing run on an inadequately marked unserviceable grass area, the aircraft entered an area of soft mud and nosed down.	Cubes	
PLA?	Cessna	182H	12.11.66.	Mackay [aerodrome]		QLD	PVT/Day	The pilot misjudged his height above the runway while landing in gusty wind conditions and the aircraft landed heavily.	Subst.	
	[Piper]	PA-25-235	12.11.66.	Delungera	WNW Inverell	NSW	Ag/Day	As the aircraft touched down both undercarriage legs collapsed rearwards, probably as a result of damage sustained in a collision with an unidentified object during the preceding flight.	Subst.	
RKF?	Cessna	182F	12.11.66.	Tullamore	NW Parkes	NSW	PVT/Day	The pilot misjudged the landing approach and the aircraft touched down with insufficient distance remaining to prevent it through a wire fence at the end of the landing run.	Subst.	
IXP?	Cessna	180H	14.11.66.	Mt.Hagen		PNG	PVT/Day	or use saturing rais. The pilot, whits hand turning the propeller of a hot engine with the ignition OFF did not ensure that his body remained clear of the danger area, and he was	Nil.	
SDB? BUT/2	Cessna	182	15.11.66.	Adavale	NW Charleville	QLD	PVT/Day	struck when it fired. The pilot, who was not qualified for instrument flight and whose capacity to act as a pilot was impaired by the consumption of alcohol, took off at night	Dest.	Pilot: LBUTLER killed.
								without the aid of any ground lights. Following a steeply banked turn after take-off the aircraft climbed steeply, then dived into the ground and caught fire.		
DA1/2		1900	15 11 66	eeer Blaumeu		AICIAI		The flight was continued at a law height into conditions of law should and restricted withill, and the aircraft collided with a tree on a timber covered sides	Doct	
BAJ/2 RFN?	Cessna Cessna	180D 180B	15.11.66. 18.11.66.	near Blayney Tarana	NW Inverell ?	NSW NSW	Ag/Day Ag/Day	The flight was continued at a low height into conditions of low cloud and restricted visibility and the aircraft collided with a tree on a timber covered ridge. The tail spring failed due to the development of a stress corrosion crack and was observed to be protruding from the lower rear section of the fuselage	Dest. Subst.	Pilot: LLLOYD and Pax killed.
RFN?	Cessna	1808	18.11.66.	Tarana	NW Inverell ?	NSW	Ag/Day	The tail spring failed due to the development of a stress corrosion crack and was observed to be protruding from the lower rear section of the fuselage after the aircraft landed.	Subst.	
RFN?	Cessna Auster	1808 J.2 ["Arrow"]	18.11.66. 19.11.66.	Tarana [off] Fraser Island		NSW QLD	Ag/Day PVT/Day	The tall signife failed due to the development of a stress corresion crack and was observed to be protruding from the lower rear section of the fusubage after the aircraft made of the control of the fusubage after the aircraft was observed circling a rendezions point at 1,500 feet the wrecked aircraft was observed in the surf 100 yards from shore. The cause of the accident has not been determined.	Subst. Dest.	Pilot: LLLOYD and Pas killed. Pilot: D.WALTER injured.
REN? KAM	Cessna	J.2 ["Arrow"] 150	18.11.66.	Tarana [off] Fraser Island Beermullah	NW Invereil ?	NSW	Ag/Day PVT/Day PVT/Day	The tall spring failed due to the development of a stress corrosion crack and was observed to be protrouting from the lower reasection of the fusubage after the aircraft lands eds. Soon after the aircraft was observed circling a rendersous point at 1,500 feet the wrecked aircraft was observed in the surf 100 yards from shore. The cause of the accident has not been determined. Affected by a moderate crosswind during the landing approach the pilot attempted to go-around but did not maintain directional control. The aircraft strucks are set at the size of the strip and became invented before stringing the ground.	Subst.	
RFN?	Cessna Auster	1808 J.2 ["Arrow"]	18.11.66. 19.11.66.	Tarana [off] Fraser Island		NSW QLD	Ag/Day PVT/Day	The tall spiring failed due to the development of a stress corrosion crack and was observed to be protrosling from the lower rear section of the fuschge; steer the alternal function of the stress o	Subst. Dest.	Pilot: D.WALTER injured. Pilot: K.SELWOOD and Par OK
REN? KAM	Cessna Auster Cessna Cessna	1808 J.2 ["Arrow"] 150 182A	18.11.66. 19.11.66. 21.11.66. 22.11.66.	Tarana [off] Fraser Island Beermullah Burndoo Station	N Perth	NSW QLD WA NSW	Ag/Day PVT/Day PVT/Day PVT/Day	The tall spiring failed due to the development of a stress corrosion crack and was observed to be protrotting from the lower rear section of the fusubage stafer the aircraft laws observed criting a rendersous point at 1,500 feet the wrecked aircraft was observed in the suff 100 years from shore. The class of the accident has not been determined. Affected by a moderance crossward olaring the landing approach the pilled attempted to go arround but did not maintain directional control. The aircraft laws observed in the sufficient of the sufficient laws of the sufficient	Subst. Dest. Subst. Dest.	PROCE D WALTER Injured.
RFN? KAM UWA EMT	Cessna Auster Cessna Cessna [Piper]	1808 1.2 ["Arrow"] 150 182A PA-25	18.11.66. 19.11.66. 21.11.66. 22.11.66. 25.11.66.	Tarans [off] Fraser Island Beermullah Burndoo Station near Cowra	N Perth E Broken Hill	NSW QLD WA NSW	Ag/Day PVT/Day PVT/Day PVT/Day Ag/Day	The tall spiring failed due to the development of a stress corrosion crack and was observed to be protrotting from the lower rear section of the fusubage site three aircraft laws observed criting a rendersous point at 1,500 feet the wrecked aircraft was observed in the surf 100 years form shore. The cause of the accident has not been determined. Affected by a moderance crossward during the landing approach the pilot attempted to go-arround but did not maintain directional control. The aircraft accident the surface of the sur	Dest. Subst. Dest. Dest. Subst.	Plact D.WALTER Injured. Plact K.SELWOOD and Plac OK **Obts also recorded as 28.11.66.
REN? KAM	Cessna Auster Cessna Cessna	1808 J.2 ["Arrow"] 150 182A	18.11.66. 19.11.66. 21.11.66. 22.11.66.	Tarana [off] Fraser Island Beermullah Burndoo Station	N Perth	NSW QLD WA NSW	Ag/Day PVT/Day PVT/Day PVT/Day	The tall spiring failed due to the development of a stress corrosion rack and was observed to be protrotting from the lower rear section of the fuschage steer the abroration between the stress of th	Subst. Dest. Subst. Dest.	Pilot: D.WALTER injured. Pilot: K.SELWOOD and Par OK
RFN? KAM UWA EMT	Cessna Auster Cessna Cessna [Piper]	1808 1.2 ["Arrow"] 150 182A PA-25	18.11.66. 19.11.66. 21.11.66. 22.11.66. 25.11.66.	Tarans [off] Fraser Island Beermullah Burndoo Station near Cowra	N Perth E Broken Hill	NSW QLD WA NSW	Ag/Day PVT/Day PVT/Day PVT/Day Ag/Day	The tall spiring failled due to the development of a stress corrosion rack and was observed to be protrotting from the lower rear section of the fusushge; steer the alternal funds observed critical as a reduced so point at 1,500 feet the wrecked aircraft was observed in the surf 100 yards from shore. Scorn after the aircraft was observed critical as a reduced so point at 1,500 feet the wrecked aircraft was observed in the surf 100 yards from shore. Altered by a modern consecuted during the building personals the plot attempted to personal building of the maintain directional control. The aircraft struck at the side of the strip and became inverted before straining the ground. Building the strip of the strip	Dest. Subst. Dest. Dest. Subst.	Plact D.WALTER Injured. Plact K.SELWOOD and Plac OK **Obts also recorded as 28.11.66.
RFN? KAM UWA EMT	Cessna Auster Cessna Cessna [Piper] Fairchild	1808 1.2 ["Arrow"] 150 182A PA-25 24W	18.11.66. 19.11.66. 21.11.66. 22.11.66. 25.11.66. 25.11.66.	Tarana [off] Fraser Island Beermullah Burndoo Station near Cowra Trimoulle Island (sic) [Trimoulle Island]	N Perth E Broken Hill W Karratha [near Monte Bello group]	NSW QLD WA NSW NSW WA	Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day Ag/Day PVT/Day	The tall spiring failed due to the development of a stress corrosion rack and was observed to be protrosing from the lower rear section of the fusubage stefer the aircraft was observed coding a renderious spiring and the stress of the stres	Dest. Subst. Dest. Subst. Dest. Subst. Subst.	Plact D.WALTER Injured. Plact K.SELWOOD and Plac OK **Obts also recorded as 28.11.66.
RFN? KAM UWA EMT AIO	Cessna Auster Cessna Cessna [Piper] Fairchild Mooney	1808 1.2 ["Arrow"] 150 182A PA-25 24W 21 [M20C] PA-25-235	18.11.66. 19.11.66. 21.11.66. 22.11.66. 25.11.66. 25.11.66. 27.11.66.	Tarana [off] Fraser Island Beermullah Burndoo Station near Cowra Timoulle Island (sic) (Timoulle Island (sic)	N Perth E Broken Hill W Karratha [near Monte Bello group]	NSW QLD WA NSW NSW WA NSW NSW	Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day Ag/Day PVT/Day Ag/Day	The tall spiring failed due to the development of a stress corrosion crack and was observed to be protrotting from the lower rear section of the fusubage staffer the aircraft should. Soon after the aircraft was observed circling a rendezious point at 1,500 feet the wrecked aircraft was observed in the surf 100 yards feom shore. The cause of the accident has not been determined. Affected by a moderate crosswind during the landing approach the pilot attempted to go arround but did not maintain directional control. The aircraft strucks a tree at the side of the strip and became inverted before straining the ground. Because of engine over-heat indications the pilot attempted a presuntionary landing on a party prepared strip in gusty crosswind conditions. The aircraft absoluted on toutodown then dropped heavily, not aligned with the landing direction, and the necessaries trust owners. On Shortly after the skidding to a stop because the strip of the property of the strip of the strip of the strip of the strip of the strip of the control of the strip of the	Subst. Dest. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Dest.	Pilot: D. WALITER Injured. Filot: K.SELWOOD and Pax OK * Date also recorded as 28.11.66. Filot: A.TONKIN and Pax OK Filot: G. BRADY injured.
RFN? KAM UWA EMT	Cessna Auster Cessna Cessna [Piper] Fairchild Mooney [Piper] [Yeoman]	1808 1 2	18.11.66. 19.11.66. 21.11.66. 22.11.66. 25.11.66. 25.11.66. 27.11.66. 28.11.66.	Tarana [off] Fraser Island Beermullah Burndoo Station near Cowra Trimoulle Island (sic) [trimoulle Island (sic) [trimoulle Island) Deepwater near Wee Waa [approx.9 m Wee Waa] near Geraktion	N Perth E Broken Hill W Karratha [near Monte Bello group]	NSW QLD WA NSW NSW WA NSW WA NSW WA NSW WA	Ag/Day PVT/Day PVT/Day PVT/Day Ag/Day PVT/Day Ag/Day Ag/Day Ag/Day	The tall spiring failed due to the development of a stress corrosion rack and was observed to be protrotting from the lower rear section of the fusubge; site three abroration between the section of the fusubge; site three abroration between the section of the fusubge; site three abroration was observed in the seri 100 years from shore. Soon after the abroration was observed critically a produced so point at 1,500 feet the wereded abroration was observed in the seri 100 years from shore. All related by an observed consecuted origin of a produced produced by the serior of the serior	Subst. Dest. Subst. Dest. Subst. Subst. Subst. Subst.	Pilot: D. WALITER injured. Pilot: K.SELWOOD and Pax OK * Date also recorded as 28.11.66. Pilot: A.TONKIN and Pax OK
REN7 KAM UWA EMT AIO MOO CYW DIA7 DFQ?	Cessna Auster Cessna Cessna (Piper) Fairchild Mooney [Piper] [Yeoman] Cessna Cessna	1808 12 [Arrow] 150 182A PA-25 24W 21 [Mo20C] PA-25-235 YA-1 "Coopmater" 150A 1826	18.11.66. 19.11.66. 21.11.66. 22.11.66. 25.11.66. 25.11.66. 25.11.66. 27.11.66. 28.11.66. 01.12.66. 04.12.66.	Tarana [off] Fraser Island Beermullah Beermullah Bundoo Station Indoor St	N Perth E Broken Hill W Karratha [near Monte Belle group] N Glen Innes	NSW QLD WA NSW NSW WA NSW WA NSW WA PNG PNG	Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day	The tall spiring failed due to the development of a stress corrosion rack and was observed to be protrotting from the lower rear section of the fususlage; steff the alternal function of the stress	Subst. Dest. Subst. Dest. Subst.	Pilot: D. WALITER Injured. Filot: K.SELWOOD and Pax OK * Date also recorded as 28.11.66. Filot: A.TONKIN and Pax OK Filot: G. BRADY injured.
RFN? KAM UWA EMT AIO	Cessna Auster Cessna Cessna [Piper] Fairchild Mooney [Piper] [Yeoman] Cessna	1909 12 17 1700 192A 182A PA-25 24W 21 [M20C] M20C] M21 Vegranater Ya-1 "Copmaster" 150A	18.11.66. 19.11.66. 21.11.66. 22.11.66. 25.11.66. 25.11.66. 27.11.66. 28.11.66. 28.11.66.	Tarana [off] Fraser Island Beermullah Burndoo Station near Cowra Trimoulis Island (sic) (Trimoulis Island) Depress very long to the station near West William [appens very level William near Gerafdion Moro Moro	N Perth E Broken Hill W Karratha [near Monte Bello group]	NSW QLD WA NSW NSW WA NSW WA NSW WA PNG	Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day Ag/Day PVT/Day PVT/Day PVT/Day Ag/Day Ag/Day Ag/Day	The tall spiring failed due to the development of a stress corrosion crack and was observed to be protrotting from the lower rear section of the fusubage site three aircraft was observed criting a renderwous point at 1,500 feet the wrecked aircraft was observed in the surf 100 yeaks feon shore. Soon after the aircraft was observed ording a renderwous point at 1,500 feet the wrecked aircraft was observed in the surf 100 yeaks feon shore. Affected by a moderance consosiand olding the landing approach the pilot attempted to spo-arround but did not maintain directional control. The aircraft should be also and the surface of the property of the pilot attempted to spo-arround but did not maintain directional control. The aircraft shouldown on the development of the pilot attempted as a perculsionary landing on a partly prepared strip is publy consistent controllines. The aircraft shouldown on touchdown them dropped heavily, not sligned with the landing direction, and the nosewheel struct broad the surface of the property of the pilot aircraft capture of the pilot aircraft shouldown on touchdown them dropped heavily, not sligned with the landing direction, and the nosewheel struct broad struct a street that the pilot aircraft struck the ground heavily, collapsing the undercarriage. The engine power caused soon after take-off and, white attempting to reach a cleaned are a altered the aircraft struck the ground heavily, collapsing the undercarriage. The engine power caused soon after take-off and, white attempting to prote his call and are excessive cross slope. During the landing run the port wheel stark is not stand and the scirical two weigh to the best men to the port wheel stark is not stand and the scirical two weigh to the landing strip and landed outside the prepared area. During the landing run the port wheel stark is not start and the air sciric start and the air sciric start and the air sciric start and the air sciric start and the air sciric start and the air sciric start and the air sciric start and the a	Subst. Dest. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	Pilot: D. WALITER Injured. Filot: K.SELWOOD and Pax OK * Date also recorded as 28.11.66. Filot: A.TONKIN and Pax OK Filot: G. BRADY injured.
REN7 KAM UWA EMT AIO MOO CYW DIA7 DFQ?	Cessna Auster Cessna Cessna (Piper) Fairchild Mooney [Piper] [Yeoman] Cessna Cessna	1808 12 [Arrow] 150 182A PA-25 24W 21 [Mo20C] PA-25-235 YA-1 "Coopmater" 150A 1826	18.11.66. 19.11.66. 21.11.66. 22.11.66. 25.11.66. 25.11.66. 25.11.66. 27.11.66. 28.11.66. 01.12.66. 04.12.66.	Tarana [off] Fraser Island Beermullah Beermullah Bundoo Station Indoor St	N Perth E Broken Hill W Karratha [near Monte Belle group] N Glen Innes	NSW QLD WA NSW NSW WA NSW WA NSW WA PNG PNG	Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day	The tall spiring failed due to the development of a stress corrosion crack and was observed to be protrolling from the lower rear section of the fusubge site three larcraft than double with the stress of the stre	Subst. Dest. Subst. Dest. Subst.	Pilot: D. WALITER Injured. Filot: K.SELWOOD and Pax OK * Date also recorded as 28.11.66. Filot: A.TONKIN and Pax OK Filot: G. BRADY injured.
REN? KAM UWA EMT AIO MOO CYW DIA? DFQ? RWA/2	Cessna Auster Cessna Cessna (Piper) Fairchild Mooney [Piper] [Yeoman] Cessna Cessna Cessna	1808 1.2 ['Arrow'] 150 182A PA-25 24W 21 [MADC] PA-25-335 VA-1 "Coppositor" 2100 1820 [1206	18.11.66. 19.11.66. 21.11.66. 22.11.66. 25.11.66. 25.11.66. 27.11.66. 28.11.66. 01.12.66. 04.12.66. 04.12.66.	Tarana [off] Fraser Island Beermullah Beermullah Burndoo Station Para Station Trimoulle Island Desposator near Wee Waa Japone Gernator More	N Perth E Broken Hill W Karratha [neat Moute Bello group] N Glen Innes [Shestion Park]	NSW QLD WA NSW NSW WA NSW WA NSW WA NSW WA WA WA WA WA WA WA WA WA	Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day Ag/Day PVT/Day Ag/Day Ag/Day Ag/Day PVT/Day Ag/Day PVT/Day AWK/Day PVT/Day	The tall spiring failed due to the development of a stress corrosion rack and was observed to be protrotting from the lower rear section of the fususlage; she're the aircraft was observed to the sarrosi's was observed to the sarrosi's was observed to was observed to the sarrosi's was observed to was observed to the sarrosi's was observed to was observed to the sarrosi's was observed to the sarrosi's was observed to was observed to the sarrosi's was obs	Subst. Dest. Subst. Dest. Subst.	Flot: D.WALTER Injured. Flot: K.SELWOOD and Fax OK * Date also recorded as 28,11.66. Flot: A.TONKIN and Fax OK Flot: G.BRADY Injured. Rego confirmed G.Goodali
REN? KAM UWA EMT AIO MOO CYW DIA? DFQ? RWA/2	Cessna Auster Cessna Cessna Cessna (Piper) Fairchild Mooney (Piper) (Yeoman) Cessna Cessna Victa Cessna	1808 1.2 ["Arrow"] 150 182A PA.25 24W 21 [MODC] PA.25.35 PA.25.315 150A 1826 [P1006 19706 19706	18.11.66. 19.11.66. 21.11.66. 22.11.66. 25.11.66. 25.11.66. 27.11.66. 28.11.66. 04.12.66. 04.12.66. 04.12.66. 04.12.66.	Tarana [off] Fraser Island Beermullah Burndoo Station near Cowra Trimoule Island (sc) (Trimoule Island Island (Seprit Island (N Perth E Broken Hill W Karratha Innea Montre Beilo group) N Gien Innes [Shenton Fark] S Singleton	NSW QLD WA NSW NSW WA NSW WA NSW WA NSW WA PNG PNG WA NSW QLD	Ag/Day PYT/Day PYT/Day PYT/Day Ag/Day PYT/Day Ag/Day The tall spiring failed due to the development of a stress corrosion crack and was observed to be protroting from the lower rear section of the fusubage steff the aircraft was observed criding a renderwous point at 1,500 feet the wrecked aircraft was observed in the surf 100 yards feom shore. Soon after the aircraft was observed criding a renderwous point at 1,500 feet the wrecked aircraft was observed in the surf 100 yards feom shore. Social feet the surface that such control of the surface aircraft was observed in the surface of the surface of year observed in the surface of year observed in the surface of year observed in the surface of year observed in the surface of year observed in the surface of year observed in the surface of year observed in the surface of year observed in the surface of year observed in the surface of year observed in the surface of year observed in the surface of year observed in part of year observed in the surface of year observed in part of year observed in the surface of year observed in year observed in the surface of year observed in year observed in year observed in year observed in year observed in year observed in year observed in year observed in year observed year observed in year observed year observe	Subst. Dest. Subst.	Flot: D.WALTER Injured. Flot: K.SELWOOD and Fax OK * Date also recorded as 28,11.66. Flot: A.TONKIN and Fax OK Flot: G.BRADY Injured. Rego confirmed G.Goodali	
KAM UWA EMT AIO MOO CYW DIA7 DFQ2 RWA/2 MUL	Cesana Auster Cesana Cesana Cesana [Paper] Falconied Moneye [Promain] Cesana Cesana Cesana Cesana Cesana	1808 1.2 ["Arrow"] 150 182A PA25 24W 21 [MOSC] PA25-35 PA25-35 MOSC] PA25-35 MOSC] PA25-35 1826 1726 1726 1726	18.11.66. 19.11.66. 21.11.66. 22.11.66. 25.11.66. 25.11.66. 25.11.66. 28.11.66. 01.12.66. 04.12.66. 04.12.66. 05.12.66. 07.11.66.	Tarana [off] Fraser Island Beermullah Burndoo Station near Cowra Trimoulia Island (sic) (Trimoulia Island) Deep Wate Was [approx of water Was) near Gerafido Morror Morror Sogers Artrip near Petrip Karlura Barraiba* [Burdaba*] Aurukun Mission	N Perth E Broken Hill W Karratha [neat Moute Bello group] N Glen Innes [Shestion Park]	NSW QLD WA NSW NSW WA NSW WA NSW WA NSW WA PING WA NSW QLD NT	Ag/Day PYT/Day PYT/Day PYT/Day PYT/Day Ag/Day PYT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day PYT/Day Ag/Day PYT/Day AW/Day PYT/Day AW/Day PYT/Day AW/Day PYT/Day	The tall spiring failed due to the development of a stress corrosion crack and was observed to be protrotingly from the lower rear section of the fusubage steff the aircraft tall was observed control as a rearrange of the surface o	Subst. Dest. Subst.	Pilot: D. WALTER Injured. Pilot: R. SELWOOD and Pax OK **Outs also recorded as 28.11.66. Pilot: A. TONKIN and Pax OK **Out: G. BRADY Injured. **Regio confirmed G. Goodall **Location not found in Geoscience Gazeteer.
REN? KAM UWA EMT AIO MOO CYW DIA? DFQ? RWA/2	Cessna Auster Cessna Cessna Cessna (Piper) Fairchild Mooney (Piper) (Yeoman) Cessna Cessna Victa Cessna	1808 12 ['Arrow'] 130 182A PA-25 24W 21 [Mol00] PA-52-35 VA-1 "Coopmater" 190A 1820 [P106 100 1026 102	18.11.66. 19.11.66. 21.11.66. 22.11.66. 25.11.66. 25.11.66. 27.11.66. 28.11.66. 04.12.66. 04.12.66. 04.12.66. 04.12.66.	Tarana [off] Fraser Island Beermullah Burndoo Station near Cowra Trimoule Island (sic) (Trimoule Island (sic) (Trimoule Island (sic) (Trimoule Island (sic) (Trimoule Island Island) Deep Wate Was [approx. 9 mr Web near Geration Moro Moro Bogers Airstrip near Geratiba* [Baratiba*]	N Perth E Broken Hill W Karratha Innea Montre Beilo group) N Gien Innes [Shenton Fark] S Singleton	NSW QLD WA NSW NSW WA NSW WA NSW WA NSW WA PNG PNG WA NSW QLD	Ag/Day PYT/Day PYT/Day PYT/Day Ag/Day PYT/Day Ag/Day The tall spiring failed due to the development of a stress corrosion rack and was observed to be protrotting from the lower rear section of the fususlage; she're the aircraft was observed ross and a rear a rear and a rea	Subst. Dest. Subst.	Flot: D.WALTER Injured. Flot: K.SELWOOD and Fax OK * Date also recorded as 28,11.66. Flot: A.TONKIN and Fax OK Flot: G.BRADY Injured. Rego confirmed G.Goodali	
KAM UWA EMT AIO AIO ONA DIA? DIA? DIA? MOUL CFW	Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna	1808 1.2 ['Arrow'] 150 182A PA-25 24W 21 [MA0C] PA-25-35 VA-1 *Copmatter** Copmatter* 180A 1906 190 1726 182 35 *Bonanca* (V3.5M.8)	18.11.66. 19.11.66. 21.11.66. 22.11.66. 25.11.66. 25.11.66. 27.11.66. 28.11.66. 01.12.66. 04.12.66. 06.12.66. 08.12.66.	Tarana [off] Fraser Island Beermulsh Burndor Station narroulle Island (sic) (Trimoulle Island (sic) (Trimoulle Island) Despwate Was Japones Gerwith Moro Moro Moro Moro Station Barralba* Barralba* (Iluralsba*) Aurukalining	N Perth E Broken Hill W Karratha [near Monte Bildi group] N Glen Innes Steem Park] S Singleton	NSW QLD WA NSW NSW WA NSW WA NSW WA NSW WA PNG PNG WA NSW QLD NT	Ag/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day Ag/Day PYT/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day	The tall spiring failed due to the development of a stress corrosion rack and was observed to be protrolling from the lower rear section of the fusiblege steff the alternal from the section of the fusiblege steff the alternal from the section of the fusiblege steff the alternal from the section of the fusiblege steff the alternal from the section of the fusiblege steff the section of the fusiblege steff the section of the	Subst. Dest. Subst. Dest. Subst.	Pilot: D.WALTER Injured. Pilot: S.SELIVOOD and Pax OK *Date also recorded as 2 R. 11.66. Pilot: A.TONON and Pax OK Pilot: A.TONON and Pax OK Pilot: G.SEADY Injured. Rego confirmed G.Goodall Pilot: C.G. Condition on Tourned and Pilot
MOO CYW DIA? FWY/2 BVM/2	Cessna Cessna Cessna Cessna Farchild Money [Perma] Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna	1808 1.2 "Arrow" 150 182A PA-25 24W 21 MODC PA-25-335 PA-25-335 150A 1826 100 170G 1827 1828 1835 **Bonata** (93.54.8.1)	18.11.66. 19.11.66. 21.11.66. 22.11.66. 25.11.66. 25.11.66. 25.11.66. 27.11.66. 04.12.66. 04.12.66. 07.11.66. 08.12.66. 10.12.66.	Tarana [off] Fraser Island Beermullah Burndoo Station near Cowra Trimoulle Island (sc) (Trimoulle Island (sc) (Trimoulle Island (sc) (Trimoulle Island (sc) (Trimoulle Island) Deep Wate Was [approx. 9 mr Web Was [ap	N Perth E Broken Hill W Karratha Innea Montre Beilo group) N Gien Innes [Shenton Fark] S Singleton	NSW QLD WA NSW NSW WA NSW WA NSW WA NSW WA NSW WA PNG PNG PNG VA NSW QLD NT	Ag/Day PYT/Day PYT/Day PYT/Day PYT/Day Ag/Day Ag/Day Af/Day Af/Day Af/Day Af/Day Af/Day PYT/Day AW/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day	The tall spiring failed due to the development of a stress corrosion rack and was observed to be protrotingly from the lower rear section of the fususlage steff the aircraft was observed circling a renderious point at 1,500 feet the wrecked aircraft was observed in the surf 100 yards from shore. Soon after the aircraft was observed circling a renderious point at 1,500 feet the wrecked aircraft was observed in the surf 100 yards from shore. Sold the surface of an amount of the surface of the surface of a s	Subst. Dest. Subst. Dest. Subst.	Pilot: D. WALTER Injured. Pilot: R. SELWOOD and Pax OK **Outs also recorded as 28.11.66. Pilot: A. TONKIN and Pax OK **Out: G. BRADY Injured. **Regio confirmed G. Goodall **Location not found in Geoscience Gazeteer.
KAM UWA EMT AIO AIO ONA DIA? DIA? DIA? MOUL CFW	Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna	1808 1.2 ['Arrow'] 150 182A PA-25 24W 21 [MA0C] PA-25-35 VA-1 *Copmatter** Copmatter* 180A 1906 190 1726 182 35 *Bonanca* (V3.5M.8)	18.11.66. 19.11.66. 21.11.66. 22.11.66. 25.11.66. 25.11.66. 27.11.66. 28.11.66. 01.12.66. 04.12.66. 06.12.66. 08.12.66.	Tarana [off] Fraser Island Beermulsh Burndor Station narroulle Island (sic) (Trimoulle Island (sic) (Trimoulle Island) Despwate Was Japones Gerwith Moro Moro Moro Moro Station Barralba* Barralba* (Iluralsba*) Aurukalining	N Perth E Broken Hill W Karratha [near Monte Bildi group] N Glen Innes Steem Park] S Singleton	NSW QLD WA NSW NSW WA NSW WA NSW WA NSW WA PNG PNG WA NSW QLD NT	Ag/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day Ag/Day PYT/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day	The tall spiring failed due to the development of a stress corrosion rack and was observed to be protrotting from the four rear section of the fusualgae; steriff the abstract flower of the stress of the section of the fusualgae; steriff the abstract flower of the section of the fusualgae; steriff the abstract flower of the section of the fusualgae; steriff the section of the section of the fusualgae; steriff the section of	Subst. Dest. Subst. Dest. Subst.	Flot: D.WALTER Injured. Flot: K.SELYOCO and Fax CK *Date also recorded as 28.11.66. Flot: A.TONKIN and Fax DK Flot: G.BRADY Injured. Regs confirmed G.Goodall Regs confirmed G.Goodall Flot: R.HONNOR and Fax injured Flot: R.HONNOR and Fax injured Flot: R.HONNOR and Fax injured
MOO CYW DIA? FWY/2 BVM/2	Cessna Cessna Cessna Cessna Farchild Money [Perma] Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna	1808 1.2 ['Arrow'] 150 182A PA-25 24W 21 [MADC] PA-25-35 VA-1 "Copposition" 1800 1776 180 1776 182 35 "Bonanca" (V3.5.M.#) 185 310C	18.11.66. 19.11.66. 21.11.66. 22.11.66. 25.11.66. 25.11.66. 25.11.66. 27.11.66. 04.12.66. 04.12.66. 07.11.66. 08.12.66. 10.12.66.	Tarana [off] Fraser Island Beermullah Burndoo Station near Cowra Trimoulle Island (sc) (Trimoulle Island (sc) (Trimoulle Island (sc) (Trimoulle Island (sc) (Trimoulle Island) Deep Wate Was [approx. 9 mr Web Was [ap	N Perth E Broken Hill W Karratha [near Monte Bildi group] N Glen Innes Steem Park] S Singleton	NSW QLD WA NSW NSW WA NSW WA NSW WA NSW WA NSW WA PNG PNG PNG VA NSW QLD NT	Ag/Day PYT/Day PYT/Day PYT/Day PYT/Day Ag/Day Ag/Day Af/Day Af/Day Af/Day Af/Day Af/Day PYT/Day AW/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day	The tall spiring failled due to the development of a stress corrosion rack and was observed to be protrotting from the lower rear section of the fususlage steff the alternal function of the fususlage steff the alternal function of the section of	Subst. Dest. Subst. Dest. Subst.	Flot: D.WALTER Injured. Flot: K.SELYOCO and Fax CK *Date also recorded as 28.11.66. Flot: A.TONKIN and Fax DK Flot: G.BRADY Injured. Regs confirmed G.Goodall Regs confirmed G.Goodall Flot: R.HONNOR and Fax injured Flot: R.HONNOR and Fax injured Flot: R.HONNOR and Fax injured
MOO CYW BVM/2 ACST AHF	Cessna Cessna	1808 1.2 ['Arrow'] 150 182A PA-25 24W 21 [MADC] PA-25-33 VA-1 *Coperater' *Cope	181166. 191166. 221166. 221166. 221166. 221166. 221166. 221166. 221166. 011266. 011266. 011266. 101266.	Tarana [off] Fraser Island Beermulsh Burndoo Station narcounter University Trimoulle Island (sic) (Trimoulle Island (sic) (Trimoulle Island) Desprise Was Japones Geraktion Mero Mero Mero Mero Mero Barralba* [luraristan] Arratha Barralba* [luraristan] Arratha Mispings near Karbaga* 87 nm NW Port Moresby Sydney (CBO)	N Perth E Broken Hill W Karratha [near Monte Bildi group] N Glen Innes Steem Park] S Singleton	NSW QLD WA NSW NSW WA NSW WA NSW WA PNG PNG PNG NSW QLD NT NT Other PNG NSW	Agray PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day Agray Agray PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day	The tall spiring failed due to the development of a stress corrosion rack and was observed to be protrolling from the lower rear section of the fususlage steff the alternal from the surral was observed ording a renderious spiring stress. The surral was observed ording a renderious spiring stress and the surral was observed in the surf 100 years from shore. Scena faire the aircraft was observed ording a renderious spiring stress. The surral was observed in the surf 100 years from shore. Scheduler has no more consisted during the landing approach the plot attempted a power power bound but did not maintain directional control. The aircraft struck is the at the side of the strip and became inverted before striking the ground. Section of the surral recognition of	Subst. Subst.	Pilot: D.WALTER Injured. Pilot: K.SELWOOD and Pax OK **Obt Sello Proceeded Pax R.S. L. 66. Pilot: A.TONON and Pax OK **Sicci A.TONON and Pax OK **Sicci A.TONON and Pax OK **Sicci C. BRADY injured. **Regio confirmed G.Goodall **Location not found in Geocietice Gazeteer. **Flot: R.HONNOR and Pax injured **Flot: C. BECORR OK **AHSA quote location as "Kattaka".
MOO CYW DRAY EMT AIO MOO CYW DRAY DRAY DRAY DRAY CFW BVM/2 ACBY	Cesana Cesana Cesana Cesana Cesana Farchiled Moneyer [Peerniar] Cesana	1808 1.2 ['Arrow'] 150 182A PA-25 24W 21 [MADC] PA-25-35 VA-1 "Copposition" 1800 1776 180 1776 182 35 "Bonanca" (V3.5.M.#) 185 310C	18.11.66. 19.11.66. 21.11.66. 22.11.66. 22.11.66. 25.11.66. 25.11.66. 27.11.66. 28.11.66. 04.12.66. 04.12.66. 04.12.66. 04.12.66. 10.12.66. 10.12.66.	Tarana [off] Fraser Island Beermullah Burndoo Station Trimoulle Island (sec) (Trimoulle Island (sec) Incer Wex Was [approx 9 Mer Wex Man [approx 9 Mer Wex Man [approx 9 Mer Wex Man [approx 9 Mer Wex Man [approx 9 Mer Mer Man [approx 9 Mer Mer Mer Mer Mer Mer Mer Mer Mer Mer	N Perth E Broken Hill W Karratha [near Monte Bildi group] N Glen Innes Steem Park] S Singleton	NSW QLD WA NSW NSW VVA NSW VVA NSW VVA NSW VVA NSW VVA PNG PNG VVA NSW QLD NT NT Other	Ag/Day PYT/Day PYT/Day PYT/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day Ag/Day PYT/Day AW/Goy PYT/Day	The tall spiring failed due to the development of a stress corrosion rack and was observed to be protrotting from the four rear section of the fusible parties the attract the treatment of the section of the fusible parties of the section of the fusible parties of the section of the fusible parties of the section of the section of the fusible parties of the section	Subst. Dest. Subst. Dest. Subst.	Pilot: D.WALTER Injured. Pilot: K.SELWOOD and Pax OK **Obt Sello Proceeded Pax R.S. L. 66. Pilot: A.TONON and Pax OK **Sicci A.TONON and Pax OK **Sicci A.TONON and Pax OK **Sicci C. BRADY injured. **Regio confirmed G.Goodall **Location not found in Geocietice Gazeteer. **Flot: R.HONNOR and Pax injured **Flot: C. BECORR OK **AHSA quote location as "Kattaka".
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DUH	[CZL]	Aero 145	21.12.66.	Green Cape	NE Mallacoota	NSW	AWK/Day	As a consequence of an earlier in-flight engine malfunction and failure of the port propeller to completely feather, the pilot was unable to extend the undercurriage electrically. A malfunction of the manual system then occurred which caused the starboard undercarriage only to extend and prevented it's	Subst.	
GO_?	Piaggio	P166	22.12.66.	Mendi		PNG	CHTR/Day	retraction and a forced landing was made in that configuration. The nose gear retracted shortly after touchdown,probably because the nosewheel assembly, including the micro switch was incorrectly rigged.	Subst.	
MOB	Victa	[P.166] 100	25.12.66.	near Birchip *		VIC	N/K	AHSA Report: "Struck power lines on landing approximately 12 n.m. from Wycheproof, V." [No record in DCA accident file].	N/K	* Crash location also reported as " Near Wycheproof". Pilot: L.HORNSBY and Pax OK
MPO	IMCO	A9	14.01.67.	near Wee Waa		NSW	Ag/Day	Reported "Crashed". No further details known. No record in DCA accident file.	Subst.	Restored to the Register 23.08.73.
FED	Taylorcraft	"Callair" [Auster] AOP, III	15.01.67.	Wodonga		VIC	N/K	Geoff Goodall's website reports: "Stalled at tree-top height in a turn after take-off. Aircraft overloaded and load not dumped in time to prevent accident." ASN Database reports: "Crashed into a hangar."	Subst.	
REV	Cessna	1808	16.01.67.	near Orange	[Spring Hill aerodrome]	NSW	Ag/Day	Reported "Crashed". No record in DCA accident file. Aust Air Log States: "Crashed in Gon Inding at Conage airport, the two on board were killed. It had departed for an agricultural job but returned due to the fog." Camberra Times of January 1967 report. "Aircraft 'stalled' and crashed at Spring Hill near Orange in thick fog." The Company of the C	Dest.	* Canberra Times state crash date as 17 January 1967. The aircraft had been spraying at a nearby "Vittoria" until the day of the accident. Pilotis: Geoff BELL and Peter von SCHAIK.
DDZ	Victa	100 ["Airtourer"]	21.01.67.	Kingaroy		QLD	Trng/Day (Solo)	The pilot, on her first solo flight, misjudged her height during the landing. The aircraft struck the ground heavily, bounced and the nosewheel became detached. The aircraft finally overturned.	Subst.	
TMA?	Cessna	182G	21.01.67.	Bourke [aerodrome]		NSW	PVT/Day	The pilot reports that, shortly after touchdown, the aircraft became airborne again in a "willy willy". It then landed heavily on the nosewheel, damaging the propeller and lower fuselage.	Subst.	
PAO	Piper	PA-24-250	21.01.67.	Walgett [aerodrome]		NSW	PVT/Day	With indications that the undercarriage was not down and locked the pilot, having an inadequate knowledge of the normal and emergency undercarriage lowering systems, made further unsuccessful attempts to lower the undercarriage and then landed with the wheels only partly extended.	Subst.	Rego confirmed G.Goodall.
DIN?	Cessna	172D	21.01.67.	near Waratah		TAS	PVT/Day	lower ing systems, made to unter bissuccession attempts to lower in the understanding and titen analyze with the winters only party extended. After encountering an unexpected weather deterioration, the pilot carried out a precautionary landing on apparently suitable terrain. The ground proved to be awaring want the aircraft overturned after touchdown.	Subst.	
G?	[Schneider]	ES-52 "Kookaburra"	22.01.67.	Busselton		WA	Trng/Day (Solo)	to be swampy and the aircraft overturned after touchdown. The pilot reports that the aircraft made a heavy landing whilst being re-positioned under auto-tow and the fuselage was broken.	Subst.	
MTK	Victa	Glider 100	22.01.67.	Bankstown [aerodrome]		NSW	Trng/Day	When attempting a short field landing in very hot and gusty conditions, as part of his conversion training, the student pilot allowed the aircraft to stall on	Subst.	
RTB?	[DeHavilland]	["Airtourer"] DH-82A	22.01.67.	Surfers Paradise (airstrip)		QLD	(Dual) PVT/Day	sporosch and before the instructor could effect recovery.It landed heavily, collapsing the noze and port wheels. After becoming airborne on take-off in crosswind conditions from a sub-standard strip, the aircraft drifted across the strip and the undercarriage became entangled in adjuscent long grass. When speed decreased, the pilot abandoned the take-off and the aircraft settled into the grass and overturned.	Subst.	
SSJ	Cessna	180	22.01.67.	Flinders Island		TAS	PVT/Day	entangled in adjacent long grass. When speed decreased, the pilot abandoned the take-off and the aircraft settled into the grass and overturned. Landing in strong gusty crosswind conditions, the relativelt inexperienced pilot was unable to maintain directional control. The aircraft swung downwind	Subst.	
CAO	Hawker Siddelev	H.S.125	24.01.67.	Avalon airfield		VIC	Trng/Day	and overturned. While making what was intended to be a 'touch and go' flapless landing the aircraft landed with the undercarriage retracted. The crew did not make use	Subst.	
	Colonial	[Series 1B]		Rockhampton			(Dual)	of the means available to them to ensure that the undercarriage was extended and safe for landing.	C. b.s	
ARB		C2 [C-2 Skimmer IV]	25.01.67.			QLD	Trng/Day (Solo)	A seal on the port landing gear reatraction ram failed because of a defective modification scheme. Hydraulic pressure was lost after take-off and a landing then had to be carried out with the gear locked down.	ouost.	
ASL	Piper	PA-30-160 ["Twin Comanche"]	25.01.67.	Parafield [aerodrome]		SA	Trng/Day (Dual)	After simulating port engine failure below safety speed the instructor closed both throttles when the student did not abandone the take off. He then experted both throttles to land straight a land but he port engine mixture control was still in the idle cut off position. With the unexpected asymetric power the aircraft stuck the ground on it's port wheel and winging tank and then skidded sideways, collapsing the undercarriage.	Subst.	Rego contirmed G.Goodall.
GVR	Bristol	171 [Sycamore Mk.3]	25.01.67.	Falls Creek		VIC	AWK/Day	Having located an external sling and bucket which had been dropped in flight, the pilot misjudged the slope of the terrain and hovered the helicopter at a height which allowed the tail rotor to strike the ground. The helicopter crashed to the ground and a workman was struck on the head by a rotor blade.	Subst.	
IA_?	Cessna Piper	172D PA-28-235	29.01.67. 30.01.67.	Sydney [airport?] "Forrest Lodge" (sic)	ESE Melbourne	NSW VIC	PVT/Day PVT/Day	Whilst turning from the landing runway in strong and gusty conditions, the pilot failed to compensate for the wind and the aircraft nosed over. The pilot reports that he received misleading information about the serviceability of the strip and, during the landing roll, the nose wheel buckled after	Subst. Subst.	
GFL	[Schneider]	ES49B "Kangaroo"	30.01.67.	["Forest Lodge"] Longreach		QLD	Trng/Day	entering a hole in soft sand and the propeller struck the ground. The instructor, who was inexperienced in gliding operations, allowed the aircraft to stall and spin during an approach to land in turbulent conditions.	Dest.	
	(Schneider)						(Dual)	The aircraft struck the ground in a flat attitude.	Dest.	
CXS	[Yeoman]	YA-1/250 ["Cropmaster"]	31.01.67.	near Wodonga	[near Barnawartha]	VIC	Ag/Day	Fuel starvation occurred shortly after take-off and in the ensuing forced landing the right hand landing gear strut broke off. The pilot had inadvertantly selected fuel 'off' in attempting to change tanks just before this take-off.	Subst.	Rego confirmed G.Goodall.
FDG?	Beech	95-B55	02.02.67.	Cook		SA	PVT/Day	Towards the end of the landing roll on an apparently serviceable strip the nosewheel broke through the dry surface crust and the nosewheel assembly collapsed.	Subst.	
TRD	[Transavia]	PL-12 ["Airtruk"]	04.02.67.	[Grahams Valley]	near Glenn Innes	NSW	Ag/Day	The aircraft collided with a tree near the commencement of a spreading run and dived into the ground inverted. It is probable that the aircraft was unable to outclimb rising terrain.	Dest.	
CMW?	Cessna	185C	07.02.67.	Cape Vogel		PNG	CHTR/Day	The aircraft became airborne in an abnormally nose-high attitude during take-off from a very wet strip. When the nose was lowered the main wheels touched down in 3 inches of water and the take-off was abandoned. The aircraft was then deliberately ground looped and rolled onto it's starboard	Subst.	
	-			near Rilnela				wing and tailplane.		
	Piper	PA-25-150	08.02.67.			QLD	Ag/Day	A 'clean-up' run was being made towards a power line array after completion of spraying runs parallel to the array. Because the pilot did not exercise care during pull-up at the end of the run, the aircraft collided with the wires.	Subst.	
	Cessna	172F	09.02.67.	near Chandada	SE Ceduna	SA	PVT/Day	The pilot selected a landing area erroneously believing it to be one he had used on previous occasions. The nosewheel contacted a large rock which had not been detected on the pre-landing inspection.	Subst.	
PKG? TR_?	Cessna [Transavia]	182H PL-12	12.02.67. 13.02.67.	Somersby near Blayney		NSW NSW	PVT/Day Ag/Day	The noise-wheel assembly collapsed during the latering roll but the reasons could not be determined. Following a misjudged approach to an up-sloping spreading area, the pilot did not take prompt action to dump the load and the aircraft impacted heavily, damaging the undercarninge, propeller and starboard lower mainplane. It became airborne again, however, and was landed back on the strip.	Subst. Subst.	
-	Cessna	["Airtruk"] 185	16.02.67.	Balif		PNG	PVT/Day	damaging the undercarriage, propeller and starboard lower mainplane. It became airborne again, however, and was landed back on the strip. The aircraft was not aligned correctly for take-off on a strip which has a sharp drop 150 feet beyond the point at which take-off is commenced and which	Subst.	
		["Skywagon"]						thereafter has a substantial transverse slope. The take-off was abandoned when the pilot was unable to regain the runway heading but the aircraft ran off the strip into a drainage ditch.		
FON?	[Aero Comm.]	Snow Commander [600 S-20]	16.02.67.	near Coleraine		VIC	Ag/Day	The pilot misjudged the approach and the aircraft undershot during a landing in gusty crosswind conditions on a strip of sub-standard length. The starboard wheel struck a ditch and the aircraft groundlooped when the starboard landing gear collapsed.	Subst.	
BPW	Piper	PA-23-250	17.02.67.	Linda Downs Station	SW Mt.Isa	QLD	N/K	Reportedly sustained damage to the right hand main landing gear when a tyre became deflated on landing.	Subst.	
AMIT	Piper	PA-24-400	18.02.67.	Birdsville		QLD	PVT/Day	The pilot reports that he did not maintain directional control while landing in crosswind conditions and, after touchdown, the aircraft veered off the strip into a pile of stones, collapsing the nose gear.	Subst.	
RVX	Piper	PA-28-140	20.02.67.	Moorabbin [aerodrome]		VIC	Trng/Day (Solo)	An inexperienced pilot lost directional control during an attempted take-off in near maximum permissible crosswind conditions. When the take-off was abandoned the rate of swing increased and the nosewheel strut collapsed.	Subst.	Rego confirmed G.Goodall.
KOI?	Cessna	182K	24.02.67.	Mount Gambier		SA	Trng/Day (Dual)	The instructor reports that his recovery action was ineffective in preventing a heavy nosewheel contact, which caused tyre damage and firewall buckling, after the student had allowed the aircraft to "porpoise" following initial touchdown.	Subst.	
G?	[Schneider]	ES52 "Kookaburra" Glider	25.02.67.	Bacchus Marsh [aerodrome]		VIC	Trng/Day (Dual)	The student undershot on a landing approach and the instructor took over control at a late stage. He selected an alternative landing area but a heavy landing followed action to avoid collision with a fence in the approach path to the alternative area.	Subst.	
UNH?	Cessna	210D	25.02.67.	near Darwin aerodrome		NT	CHTR/Day	When a fuel line became disconnected shortly after take-off, the aircraft suffered engine failure over terrain unsuitable for a landing. In an attempt to land back on the airport, the aircraft touched down 270 feet short of the runway with the undercarriage still extending.	Subst.	
AGG	Cessna	185A	25.02.67.	near Bridgetown		WA	Ag/Day	When the talkwheel spring broke on touchdown the aircraft was flown off again and the pilot decided to return to main base. [*] The broken spring and talkwheel initially remained attached to the aircraft by the steering cables and caused damage to the taliplane and elevator, by flailing action, before the steering cables show the steering cable	Subst.	Rego confirmed G.Goodall. * Jandakot.
RTI	Piper	PA-24-250	27.02.67.	Mount Jackson	NE Kellerberrin	WA	CHTR/Day	The pillot did not plan or carry out an approach which would ensure that the aircraft could be stopped in the strip length available. The aircraft overshot, and	Subst.	Rego confirmed G.Goodall.
	Cessna	172D	27.02.67.	near Byaduk	SW Hamilton	VIC	PVT/Day	despite heavy braking, it struck a mound of earth and came to rest against a tree. The pilot overshot in a landing approach but continued despite encountering sun glare during round-out. The aircraft touched down with insufficient	Subst.	
AWB	Piper	PA-32-260	01.03.67.	Longerenong	NE Horsham	VIC	PVT/Day	distance remaining to safely stop, slid through the upwind fence and came to rest against an embankment. Following a normal touchdown and a short groundrun, the aircraft skipped and then bounced. During recovery the pilot allowed the aircraft to stall where-	Subst.	Rego confirmed G.Goodall.
RJY	Piper	PA-24-250	01.03.67.	Fairfield Homestead	SW Dalby	QLD	PVT/Day	upon it landed heavily on the nosewheel, collapsing the undercarriage. The pilot, who was inexperienced on the type, persisted with a landing from a poorly judged approach and touched down firmly halfway along the strip.	Subst.	Rego confirmed G.Goodall.
CER	ICA C1	CA 28 "Ceres"	02.03.67.	[Fairfield Park Homestead?] near Tumbarumba	[Weule]	NSW	Ag/Day	Despite the use of harsh braking, the aircraft over-ran the strip and the undercarriage struck a drain and collapsed. While still spreading superphosphate the aircraft was seen to proceed in level flight well beyond the boundary of the treatment area. It then crashed in a	Dest	Pilot: Ted BRODY.
								stalled condition on rising ground. Two brief periods of power surge were heard just prior to impact and there is some evidence consistent with fuel starvation.	L	
SAX	Beech	23	03.03.67.	near Gympie		QLD	PVT/Day	The pilot , who was not qualified for instrument flight, probably lost control of the aircraft when he continued flight into misty weather conditions at less than 100 feet above the ground. The aircraft dived into the ground in a steep nose-down attitude.	Dest.	
DLF	Cessna	172E	04.03.67.	Yallalong Station	near Mullewa	WA	PVT/Nite	Arriving in darkness, the aircraft few along one of the languist parts at low ability were impaired by consumption of alcohol, did not maintain control of the aircraft when	Dest.	
107	P	04404	05.00.05	near Cowra		NCW.	4-/0	he was suddenly deprived of visual references.		Pilot: Paul MITTREGA. (Owner of Mitair Aviation,Cowra.)
MIT	Piper	PA18A [PA-18A-150]	05.03.67.			NSW	Ag/Day	For reasons which have not been determined, the aircraft stalled during a procedure turn at a low height and struck the ground in a near vertical attitude.	Dest.	FINE FAULTH I TREAM (CWITER OF MITTAIN AWARDON, COWTA.)
	Cessna	188	06.03.67.	near Tumut		NSW	Ag/Day	Early in the take-off run the starboard undercarriage separated from the aircraft when the spring leg failed in overload at a point weakened by fatigue cracking.	Subst.	
ROA	Cessna	150F	06.03.67.	near Belele Homestead	NE Cue	WA	PVT/Day	A take-off was attempted from an area which, under the existing conditions, was of insufficient length. Shortly after becoming airborne, the port wing struck a tree and the aircraft slewed into the ground.	Subst.	S.O.R. 03.05.67.
TOW	Cessna	172C	09.03.67.	Glandore	NE Bourke	NSW	PVT/Day	The pilot attempted to take-off on a soft strip but abandoned the take-off when the aircraft did not accelerate adequately. The nosewheel sank in the soft surface and the aircraft overturned.	Subst.	
ISH	Cessna	337	11.03.67.	Marble Bar		WA	PVT/Day	Following a bounce on landing, the pilot did not take effective recovery action and the aircraft re-landed heavily on the nosewheel assembly.	Subst.	Rego confirmed G.Goodall.
MEX	Piper	PA-28-140	14.03.67.	Lancelin Island	NW Perth	WA	PVT/Day	During a precautionary landing in heavy rain, the relatively inexperienced pilot misjudged the approach and the aircraft over-ran the strip. The nosewheel assembly collapsed when it struck a small mound of earth.	Subst.	Rego confirmed G.Goodall
RZE?	Cessna	150G	16.03.67.	Parafield [aerodrome]		SA	Trng/Day (Solo)	The pilot reportes that, on his second solo flight, he misjudged the landing approach, touched down heavily and then ballooned. He did not take correct	Subst.	
WAX	[C.A.C.]	CA 28 "Ceres"	17.03.67.	near Cootamundra		NSW		recovery action and the aircraft touched down again, heavily, on the nosewheel. Whilst turning to commence spreading on the sixteenth flight, the aircraft struck a tree, crashed and was destroyed by fire. The cause of the accident has	Dest.	

1	1 1	ı	ICA-28 Ceres B1	1 1	i	i	1	i	not been determined	1	İ
The color	ID_?	[DeHavilland]		18.03.67.	near Warrnambool		VIC	Ag/Day	not been determined. At the conclusion of loading operations a bystander, whose faculties were impaired by the consumption of alcohol, walked head down into the rotating	Nil.	
15	PEZ	Piper	PA-24-180	18.03.67.	near Killarney	SE Nebo	QLD	PVT/Day	propeller. The flight was continued into deteriorating weather until decreased visibility, rain and turbulance necessitated a forced landing on unsuitable terrain.	Dest.	
Column	MDK	[IMCO]		19.02.67	near Baralaha	WSW Gladstone	OLD	An/Day		Dest	Crash Invation also recorded erroneously as "Navalaha"
Property Company		(imco)	[A-9A]			WOW GIRESTONE			demolishing the undercarriage, and then skidded to a stop. The pilot evacuated the aircraft before it was destroyed by fire.	DESI.	Crash reason also recorded en one daily as invalidade
March	G_r	(Schneider)		19.03.67.	Armidale		NSW	PV I/Day	Despite a low neight on the downwind leg, the pilot persisted with an attempt to land in the launching area. During the turn onto final approach the left wingtip struck the ground and the glider cartwheeled.	Subst.	
March	GPC?	[K K Lehtovaara]	Glider "Vasama"	20.03.67.	near Meringur		VIC	PVT/Day	During a winch launch the pilot allowed the glider to stall at a low height. The launch was abandoned but the glider struck the ground heavily.	Subst.	
The color			Glider		-						
18	MPR	[IMCO]	Callair A9A	21.03.67.	near Kununurra		WA	Ag/Day	After using the aircraft wing, while taxi-ing, to attempt to flatten grass on one side, the pilot took off from a 34 feet wide road lined by high cane grass.	Subst.	
The column Column	KUN?	Cessna	[A-9A] 182C	23.03.67.	50nm S Woomera		SA	PVT/Day	After landing on a claypan the pilot did not make adequate provision to prevent the aircraft moving forward when hand starting the engine. The port wing	Subst.	
March 1995	DRII	Auro	643	26.02.67	Albuny (serodrome)		NSW	DVT/Day	struck a tree.	Subst	Dilat- Ine DDACE
150 150	1110	AVIO		20.03.07.	Albary (serourone)		N.J.V	111,004	when he observed traffic on the road. While still in a turn the port wing struck the ground just inside the aerodrome boundary. The reason for loss of	Juon.	FIRST JOS STOPUL.
March 1975 1976	DRR	Piper	PA-23-160	26.03.67.	near Bombala		NSW	PVT/Day	In an attempt to raise ducks for a party of shooters, a slow flying run was made along the course of a river. During the run the pilot allowed the aircraft to	Subst.	Rego confirmed G.Goodall
March Marc	FR 7	Boeing	707-338C	27 03 67	Karachi to Calcutta		OTHER	RPT/	descend to an unsafe height of [at] which it struck power transmission lines.	Minor	
The column The								,	with resultant injuries to unsecured cabin staff and passengers.		
Part 1.5	PSA	Cessna	P206A	27.03.67.	Middleton	nr Goolwa	SA	PVT/Day	was not initiated. Despite heavy braking the aircraft passed through the far fence into a shallow drain.	Subst.	Rego confirmed G.Goodall
March Marc	MRE	Victa	115	27.03.67.	Lae airport		PNG	Trng/Day (Dual)	As the aircraft was overshooting the desired touch-down point, the student closed the throttle and the aircraft rounded out at approximately 20 feet. The instructor did not take corrective action is time to nevent the aircraft from stalling and it struck the number of heavy distinction the nonsymbol.	Subst.	
March Marc		Piper	PA-25-235	28.03.67.	near Coolamon	WSW Cootamundra	NSW	Ag/Day	During the take-off run the starboard undercarriage shock strut failed due to the development of a fatigue crack. The take-off was abandoned but the	Subst.	
18		Victa	100	29.03.67.	near Torquay	S Geelong	VIC	Trng/Day	During a simulated forced landing approach the student misused the controls at a low height and the testing officer was unable to overpower him on the	Subst.	
March 150	KAF?	Piper	PA-30-160	31.03.67.	Devonport [aerodrome]			(Dual) PVT/Day	Due to incorrect adjustment of the nose landing gear retract rod, the undercarriage failed to lock in the extended position. Shortly after touchdown the	Subst.	
Part	Dans	Cacena	1900		near Sonne		Nem		nose gear collapsed and caused the main wheels to be pulled into the retracted position	1	
March Marc	DDVI	Cessila	1000				HOW	(Dual/Ag)	development of a fatigue crack.	<u> </u>	
The color	1]	Bell	47G3B1 [47G-3B1]	01.04.67.	near Tipperary Homestead		NT	AWK/Day	The pilot made a heavy landing, causing undercarriage damage, after he experienced erratic behaviour of the cyclic control at a late stage of the approach. The cyclic control deficiency was caused by a pinhole fracture of an alloy hydraulic line.	Subst.	
Second Control Contr	BYM	Auster	SD [VD]	01.04.67.	Hunter Island		TAS	PVT/Day	While landing on a beach which was narrowed by a rocky outcrop, the pilot made his landing run close to the high tide level. The port wheel dug into soft	Subst.	Rego confirmed G.Goodall
Part	SWC	[Yeoman]	YA-1/250	03.04.67.	Lismore		NSW	PVT/Day	Landing in a gusty crosswind , the pilot touched down on the edge of the strip with the nose of the aircraft aligned across the strip. The pilot was unable to	Subst.	Rego confirmed G.Goodall
Transfer Control Con	RS ?	Piper	["Cropmaster"]	03.04.67.	Bankstown [aerodrome]		NSW	Trng/Day	straighten the aircraft and it ran off the other side of the strip where both legs of the undercarriage struck tree stumps.	Subst.	
Column	TVH N2	Distant.			Managing [associations]		Visc	(Solo)			
1971 1972	IVH-N?	[vicxers]	Viscount 756 [D]		Mangaiore (aerodrome)			(Dual)	and the rear fuselage struck the runway.	Subst.	
Control 19	PQF?	Cessna [SZD]	210E Bocian SZD-9		Cessnock Warkworth	WNW Singleton		Trng/Day		Subst. Subst.	
March 19	VCC3	Austra		00.04.67	Donal	NAV Album	NCW		During the subsequent downwind landing in a paddock the instructor induced a groundloop during which the aircraft was substantially damaged.	Cubes	
Page Page	KCC					. ,			carriage collapsed. It is probable that the take-off was made with the fuel selector in the "OFF" position.	Subst.	
Service State of Service State of Service State	RFL	Cessna	175	13.04.67.	Bindi Bindi	NE Perth	WA	PVT/Day		Subst.	Rego confirmed G.Goodall
Security 150	WGC	Cessna	180	19.04.67.	Dalton	WNW Goulburn	NSW		Shortly after take-off, and while flying at a low level parallel to a road, the aircraft collided with a power transmission line and crashed inverted.	Subst.	Also incorrectly reported as "DBF"
Second Content	MHA	Cessna	150G	20.04.67.	Mount Mee	NW Brisbane	QLD		Following a straight, shallow, powered descent to appriximately 200 feet, the descent suddenly steepened and the aircraft dived into the ground at an	Dest.	
State Stat									angle of about 60°. It is probable that the passenger, whilst turning in his seat to take aerial photographs of farm buildings, inadvertantly braced his left less assinst the central elevator control system beneath the instrument panel, thereby applying full down elevator.		
Work 100	DUO	Brantley	B2	20.04.67.	Hammersley Station	Wittenoom	WA	PVT/Day	For reasons which have not been determined, all engine power was lost when the helicopter was operating at a low height over difficult terrain. Both	Subst.	Rego confirmed G.Goodall
Section (1960) College Add 1964 1964 1964 1964 1964 1964 1964 1964	BWD/4	Victa	100	21.04.67.	near Two Wells	NNW Adelaide	SA	PVT/Day	While making practice forced landing into a field, the pilot misjudged his approach and attempted to achieve his intended final approach path by	Subst.	PRIOTE Lang MANCOCK
Column									commencing a steep 180° gliding turn from a low height. When the stall warning sounded the pilot opened the throttle fully but was unable to arrest the		
Page	CYC	[IMCO]	Callair A9A	24.04.67.	Farm Hill	near ????	WA	Ag/Day	After an extended take-off run, probably due to a retardation by the starboard brake, the aircraft became airborne at low speed but failed to climb away.	Subst.	
Pier 19-23-10 (10.5.5) was fragen to the company of the properties									dump his load of spray.		
Figure 19-03-180 CS-05-18 CS-0	FDK?	Beech		27.04.67.	Bamboo Springs		WA	AWK/Day	aircraft landed without further damage. The hub failure followed the development and rapid propagation of a fatigue crack.	Subst.	
Fig. Common Side		Piper	PA-28-180	01.05.67.	near Romani	NNW Tamworth	NSW	PVT/Day	Shortly after touching down on a familiar but undefined landing area, which the pilot had not inspected for several months, the starboard wheel struck a	Subst.	
Fig. 6 Services 1944 19.54	RBA?	Cessna	180	02.05.67.	near Cudal		NSW	Ag/Day	The pilot was landing on an area not previously used for the purpose and, just before touchdown, the port undercarriage became detached after striking a	Subst.	
Page	FP_7	Grumman		03.05.67.	Narrabri		NSW	PVT/Day	The pilot, who was inexperienced on the aircraft type and on aircraft fitted with tail-wheels, lost directional control during the landing roll. The aircraft	Subst.	
mms. The plot falled to ensure that sufficient for which control for the fight.	\vdash	Piper		04.05.67.	near Byford	SE Perth	WA	Ag/Dav	veered to the left, the starboard wingtip struck the ground and the aircraft stood on it's nose. Engine power ceased, as a result of fuel exhaustion, at a height and position from which the aircraft was committed to a forced landing on unsuitable	Subst.	
ASS [Distribution] DH-82 (07.56.17 Peer Decreon SW Librigor SW Librigor Sw Library Swort Search we spelled between the floor control column inserts and the surrounding structure during a town around a homestated as a height sold and the adveraged presentation to an one ground plan extractive during the secondary of the column inserts and the surrounding structure during a town around a homestated as a height sold and the adveraged plan of the column inserts and the surrounding structure during a presentage reportions to a sold appeal of the column inserts and the attempts and	nco				-		***		terrain. The pilot failed to ensure that sufficient fuel was carried for the flight.	6.1.4	Decided the state of the state
Section Cesson 1505 07.05.67 Workmarked (productions) Vic. Topic (position of the section of the	RZD	[Denavilland]							Partial control was retained and a forced landing was made in a ploughed paddock, but the aircraft struck a rong span, single wire power cable at a point 150 feet above the ground. Partial control was retained and a forced landing was made in a ploughed paddock, but the aircraft nosed over onto it's back at the end of the landing run.		
Control 1906	AJG	[DeHavilland]	DH-82	07.05.67.	near Oberon	SW Lithgow	NSW	PVT/Day	of about 300 feet. Control was lost and the aircraft struck the ground. The pilot did not take adequate precautions to avoid exposing the aircraft's dual	Subst.	Rego confirmed G.Goodall
AXXY Obstantioned DHC 100567. near Jugioning S Young NOW Ag/Day Part starce (colleded with a single strand power cable during a springing run through a wide gap in a range of hills. The existance of the wires was not solution. Solution	87842	Cacena	1500	07.05.67	Warrnamhool [serodrome]		VIC	Trng/Day	control system to interference.	Suber	
Cessna 190 12.05.67	NAME	CCASHI			warraniood (acrouronic)		VII.	(Solo)		Juost.	
AEP Cessus 337 12.05.77. Jandakot [ercofrome] VIA PYTDby Fitts and off the outlook in consonial conditions. PDL [Delawilland] DH-92 18.05.67. Canden [ercofrome] NSW PYTDby Fitts and off the outlook in the subsequent standing all three undercurriage assemblies collapsed on South. Region confirmed G.Goodall Southout All hydroxides yeter miled in the business are similar to the confirmed of Candall South All hydroxides yeter miled in the business are similar to the first that off the outlook in the subsequent standing all three undercurriage assemblies collapsed on South Region Confirmed G.Goodall South All hydroxides yeter miled in a bottom than the subsequent standing all three undercurriage assemblies collapsed on South Region Confirmed G.Goodall S	AAX?	[DeHavilland]	DHC-2 "Beaver"	10.05.67.	near Jugiong	S Young	NSW		detected during a preliminary aerial inspection of the area as the poles were surrounded by trees.	Subst.	
APP Cesna 327 12.05.57. Jandakot (percotomer) WA PYTORY After take of fig. 4 feb. and control from the subsequent fluoring all three undercurrage assembles collapsed on 5 shat. PCL (Detivuland) DH42 18.05.67. Canden (percotomer) NSW PYTORY After an image trace of law as 15 minute series of low-level aerobatic maneous expert. In the standard disorder. PPCL (Detivuland) DH42 18.05.67. Canden (percotomer) NSW PYTORY After an image trace of law as 15 minute series of low-level aerobatic maneous expert. In the standard student. PPCL (Detivuland) DH42 18.05.67. Canden (percotomer) NSW PYTORY After an image trace of law as 15 minute series of low-level aerobatic maneous expert. In the standard student in a short fluoring gere. Disorate, or included gere. Disorate g		Cessna	180	12.05.67.	near Mudgee		NSW	Ag/Day	The port undercarriage spring leg failed, through a pre-existing crack, when it was subjected to higher than normal side loading by the pilot losing directional control following a normal touchdown in crosswind conditions.	Subst.	
POL (Detivolated) PDL 18.0.6.07. Canden (percolatione) Poper PA.28-180 19.0.6.07. birothen Hill (percolatione) Poper PA.28-180 19.0.6.07. biro	AEP	Cessna	337	12.05.67.	Jandakot [aerodrome]		WA	PVT/Day	After take-off, the undercarriage could not be fully retracted or extended. In the subsequent landing all three undercarriage assemblies collapsed on	Subst.	Rego confirmed G.Goodall
The aircraft struck the ground heaving pears, bounced, continued in light and then finally luinded safely on a taxinary. The plot was luinted to consider the manufactural occurrence of a book of the care that the manufactural safely. The tended safely on the luinted safely on a taxinary that safely on a taxinary that safely on a taxinary that safely on a taxinary that safely on a taxinary that safely on a taxinary that safely on a taxinary that safely	POL	[DeHavilland]	DH-82	18.05.67.	Camden [aerodrome]		NSW	PVT/Day	After an irregular take-off and a 15 minute series of low-level aerobatic maneouvres, the flight terminated in a short landing approach from a skidding turn.	Subst.	Rego confirmed G.Goodall
Figure P4 28-150 150 5.07. Broken Hill [international] NSW Trig/Day [Solo] 150 5.07. Broken Hill [international] NSW Trig/Day [Solo] 150 5.07. near Bindoon NE Perth WA AgDy The structive value of the account of the control and collapse of the nonewheels. MIS Piper P425-150 150 5.07. near Bindoon NE Perth WA AgDy The structive value of the size of the control and collapse of the nonewheels. DESCRIPTION AgD The structive value of the size of the size of the control and collapse of the nonewheels. DESCRIPTION AgD The structive value of the size of the control and collapse of the nonewheels. DESCRIPTION AgD The structive value of the size of the size of the control and collapse of the nonewheels. DESCRIPTION AgD The structive value of the size of the									The aircraft struck the ground heavily on the landing gear, bounced, continued in flight and then finally landed safely on a taxiway. The pilot was		
MIS Piper PA25-150 19.05.67. near Bindoon NF Perth WA AgDy The aircraft vas lifted off af a low speed after not becoming althouse at the normal point due to an insubertant operioda. The pilot operated the damp valve Dest. Dest.	\vdash	Piper	PA-28-180	19.05.67.	Broken Hill [aerodrome]		NSW	Trng/Day	After touchdown during a full flap landing, the pilot elected to convert to a "touch and go". Taking off, he lifted the mainwheels off the ground first, thereby	Subst.	
Exercise Part Par	MIS	Piper	PA25-150	19.05.67.	near Bindoon	NE Perth	WA	(Solo)	The aircraft was lifted off at a low speed after not becoming airborne at the normal point due to an inadvertant overload. The pilot operated the dump valve	Dest.	
BTD (DetExtillated) DN-82 2 10.5.07. near Workings VC PY/Day Following a partial engine failure in light, caused by a spark jug successing from it's socket, the more experienced plast took over control of the aircraft but Solat. Segment of the partial but successing from its socket, the more experienced plast took over control of the aircraft but Solat. Segment of the partial but successing from the aircraft continued with successing from the aircraft but but the aircraft but but the aircraft but but the aircraft but but the aircraft but but the aircraft but but the aircraft but the aircraft but but the aircraft but but the aircraft but the aircraft but but the aircraft but the aircraft but but the aircraft but but the aircraft but but the aircraft but but the aircraft but but the aircraft but the aircraft but the aircraft but the aircraft but the aircraft but the aircraft but the aircraft but the aircraft but the aircraft but the aircraft but the aircraft but the aircraft but the aircraft but the aircraft but the aircraft but the aircraft but the aircraft but the aircraft	DEU3		[PA-25-150]		near Oheron	SE Rathurst			but the load did not dump and, during a turn to avoid trees , the aircraft stalled and crashed.	Suber	
misubged the forced landing approach to a new way agricultural strip. During the subsequent low level turn the statoback wing struck the ground and the Piper PA28-150* 25.05.67. Spring Creek Reservoir S Orange NSW PIV by Shortly after the arrorant alighted the starboard mainplane struck the water when the port float rode over a submerged object which was not sighted during Sodut. Possible mispoil. The only PA-28 to be fitted with floats in Australia was VIAAMP which was first registered in 1967. Should be a PA-29-100 7 To Be investigated. RNZ Cestna 1508 25.05.67. Mudgee [serodrome] NSW PV/Loy After landing heavily on the nonewhele, which separated from the aircraft without his knowledge, the plot commenced a paramound with their abandoned it south the state of the surface	SPOI	CCASHI				Se socialise		(Survey)	to the strip, he abandoned the attempt and the aircraft then landed heavily.		
Piper PA-28-150* Spring Creek Reservoir 5 Orange NSW PY/TDay Though after the aircraft allighted the starboard mainplane struck the water when the port float node over a submerged object which was not sighted during the part of the starboard mainplane struck the water when the port float node over a submerged object which was not sighted during the sproach. NSW PY/TDay The Investigated. NSW PY/TDay The Investigated. NSW PY/TDay Spring Creek Reservoir 5 Orange NSW PY/TDay The Investigated on the approach. NSW PY/TDay The Investigated on the approach of the investigated on the approach of the investigated on the approach of the investigated on the approach of the investigated on the approach of the investigated on the approach of the investigated on the approach of the investigated on the approach of the investigated on the approach of the investigated on the approach of the investigated on	BTD	[DeHavilland]	DH-82	21.05.67.	near Wodonga		VIC	PVT/Day	misjudged the forced landing approach to a one-way agricultural strip. During the subsequent low level turn the starboard wing struck the ground and the	Subst.	Rego confirmed G.Goodall
(Rotaplane) RNZ Cessna 1508 25.05.67. Mudgee [errodrome] NSW PY/TOby PY/TOby Cesting length to be sufficient for a landing, Festing length for a landing length	\vdash	Piner	PA-28-150*	25.05.67	Spring Creek Reservoir	S Orange	NSW	PVT/Day	aircraft cartwheeled.	Subst	* Possible mispole. The only PA-28 to be fitted with floats in Australia was VM-AMP
sh the considered the remaining length to be sufficient for a landing, Following the second touchdown, the nonewheel dug into the fround and the aircraft overtined. Piper PA-28-140 25.05.67. Townsville [serodome] QLD Trg(39) Using take-off following a touch and go landing, the aircraft commenced as swing to the left and the nonewheel touchdown while it was deflicted (Solo) to the left. The nonewheel touchdown while it was deflicted (Solo) to the left. The nonewheel touchdown while it was deflicted (Solo) to the left. The nonewheel touchdown while it was deflicted (Solo) to the left. The nonewheel touchdown while it was deflicted (Solo) to the left. The nonewheel touchdown while it was deflicted (Solo) to the left. The nonewheel touchdown while it was deflicted (Solo) to the left. The nonewheel touchdown while it was deflicted (Solo) to the left. The nonewheel touchdown while it was deflicted (Solo) to the left. The nonewheel touchdown while it was deflicted (Solo) to the left. The nonewheel touchdown while it was deflicted (Solo) to the left. The nonewheel touchdown while it was deflicted (Solo) to the left. The nonewheel touchdown while it was deflicted (Solo) to the left. The nonewheel touchdown while it was deflicted (Solo) to the left. The nonewheel touchdown while it was deflicted (Solo) to the left. The nonewheel touchdown while it was deflicted (Solo) to the left. The nonewheel touchdown while it was deflicted (Solo) to the left. The nonewheel touchdown while it was deflicted (Solo) to the left. The nonewheel touchdown while it was deflicted (Solo) to the left. The nonewheel touchdown while it was deflicted (Solo) to the left. The nonewheel touchdown while it was deflicted (Solo) to the left. The nonewheel touchdown while it was deflicted (Solo) to the left. The nonewheel touchdown while it was deflicted to the left and nonewheel touchdown while it was deflicted to the left. The nonewheel touchdown while it was deflicted to the left. The nonewheel touchdown while it was deflicted to the left. The nonewh	L		(Floatplane)			3 Grange			the approach.		which was first registered in 1967. Should be a PA-22S-150 ? To Be Investigated.
Piper PA-28-140 25.05.67. Townsville [serostrome] QLD Trag/Day Operatured. Fig. Piper PA-28-250 25.05.67. Townsville [serostrome] QLD Trag/Day Operatured. Op	RNZ	Cessna	1508	25.05.67.	Mudgee [aerodrome]		NSW	PVT/Day	After landing heavily on the nosewheel, which separated from the aircraft without his knowledge, the pilot commenced a go-around but then abandoned it as he considered the remaining length to be sufficient for a landing. Following the second touchdown, the nosewheel dug into the fround and the aircraft	Subst.	
COO? Piper PA-23-250C 29.05.67. Pangos PNG CHTR/Day White attempting a short landing, the pilot lost visual reference in rain and the aircraft touched down short of the strip. The starboard landing gear failed Subst.	\vdash	Piper	PA-28-140	25.05.67	Townsville [aerodrome]		QID	Trnp/Dav	overturned.	Subst	
and the aircraft veered off the strip and across two drainage ditches.		r spec						(Solo)	to the left. The nosewheel strut was bent back and the aircraft continued to swing to the left during which the wingtip and the propeller struck the runway.		
UNC Beagle 2068 30.05.67. Tapini PRG CHTR/Day When the landing gear was selected down the left main gear did not extend but, due to malfunctioning of the microswitch plunger, the visual and sural Subst. Police: Adam AND/ISON.	C00?	Piper		29.05.67.	Pangoa		PNG		and the aircraft veered off the strip and across two drainage ditches.	Subst.	
	UNC	Beagle	2068	30.05.67.	Tapini		PNG	CHTR/Day	When the landing gear was selected down the left main gear did not extend but, due to malfunctioning of the microswitch plunger, the visual and aural	Subst.	Pilot: Adam ANDERSON.

Column		ı	ı		1	1		i	landing gear warning devices indicated a safe landing gear condition. After a normal touchdown the aircraft veered left and the port wing struck a bank on	1	ı
Column C	LITTY .	Dell	47/201	20.05.67	Mount Honor		DNC	CHTS /Dav	the side of the strip.	Dast	Oliate Jako TAIONOV
1	010	bell		30.03.07.	Would Hagell		FNG	CHIR/Day	the ground level, but with considerable forward speed. After skidding 30 feet, the right landing skid dug in and the helicopter rolled onto it's side and was	Dest.	PILOC. JOHN 24VOPGS1.
Page 1985	RWU	Cessna	337	03.06.67.	near Jandakot [aerodrome]		WA	PVT/Day	Due to a fuel system defect the rear engine stopped on touchdown for a "touch and go" landing. Unaware of the stoppage, the pilot took off on the front	Dest.	
1	BXP	Piper	["Skymaster"] PA-25-235	03.06.67.	Virginia	[Two Wells]	SA	PVT/Day	While turning to the right for his third practice agricultural run, the pilot allowed the aircraft to strike the ground with the starboard wing, whereupon it	Subst.	Rego confirmed G.Goodall
Part	RHK	Cessna	["Pawnee"] 210	08.06.67.	Townsville [aerodrome]		QLD	PVT/Day	skidded sideways and the starboard undercarriage collapsed. When all efforts to lower the nosegear were unsuccessful. The aircraft was landed on a foam covered section of the runway with the landing gear fully	Subst.	Rego confirmed G.Goodall
Part									retracted. Failure and fragmentation of a plastic spacer in the nosegear strut prevented the strut from taking up a position where release of the uplock		
1	CMW?	Cessna	185C	10.06.67.	Timboli		PNG	PVT/Day	Ouring an attempted take-off run the pilot found that, for reasons that have not been determined, he was unable to prevent the tail of the aircraft from	Subst.	
The color	KLB	Piper	PA-25-150	15.06.67.	Mount Sylvia	SE Dalby	QLD	Ag/Day	Commencing a pull-up in the lee of some hills, a downdraft was encountered and the pilot then selected a new climbing path which proved to be beyond the	Subst.	Rego confirmed G.Goodall
The column Column									ridge.		
March	GKC?		185A	15.06.67.	Port Moresby				continuing and the port wing and tailplane struck the ground.	Subst.	
19	FRS?	Cessna	172F	16.06.67.	Boondooma	NE Chinchilla	QLD	Trng/Day (Solo)	While the pilot was taxi-ing after landing in gusty crosswind conditions, he allowed his attention to be diverted and the port wing struck a solitary tree.	Subst.	
Company		Percival	Proctor 1858		Christeys Beach between Telefomin and Olsobin	S Adelaide	SA PNG	PVT/Day AWK/Day	Reported: Forced landed on beach, minor damage. Contact with the aircraft was lost after the nilot reported be was having difficulty locating the destination strip due weather. A full scale search was	Minor.	Pilot- John HAVERSON: Wreckage never located
The content of the			197		·				unsuccessful in locating the aircraft or it's occupants.	Subst	An identical invident occurred on 01.10.60, to 1938 VM-DVO in the same location
March									damage to the front fuselage area.	Subst.	Rego confirmed G.Goodall Rego confirmed G.Goodall
1.0	COB	Piper	PA-23-250	25.06.67.	Kubuna		PNG	CHIK/Day	and slippery surface, the pilot was unable to control the direction of the aircraft which ran into undergrowth at the side of the strip, damaging the nosegear	Subst.	kego confirmed G.Goodali
10	TPZ	Cessna	172B	25.06.67.	Purga		QLD	AWK/Day	Shortly after touchdown the pilot realised he had landed on the unserviceable half of an abandoned military aerodrome and he attempted to take off again	Subst.	Rego confirmed G.Goodall
April	KSD	Piper	PA-25-235	27.06.67.	near Murray Bridge		SA	PVT/Day	The aircraft groundlooped to the left when the port undercarriage collapsed after the port wheel struck a large stone during the landing roll. The pilot, whose	Subst.	Rego confirmed G.Goodall
A	FBI	Piper	PA-25-235	27.06.67.			WA		perception was affected by sun glare during a direct approach, did not ensure that the aircraft was clear of a rock-strewn area before touching down. After landing the pilot erred in his judgement of the distance required to bring the aircraft to a stop on a wet, grassy surface and, when braking was applied	Subst.	Rego confirmed G.Goodall
March Company Compan	SAR					near Munduhhera			the main wheels skidded until the starboard wingtip struck a parked vehicle.	Subst	· · · · · · · · · · · · · · · · · · ·
Section Control Cont	JAB	Auster	3.18	su.ub.b/.	iverangy Homestead	ilical iviundubbera	QLD	rvi/Day		Suust.	Aust-Air Log quotes : Nerangey Station near Mundubbera
Column	SHB	Dornier		30.06.67.	Sassoya Gap		PNG	PVT/Day	A complete loss of engine power occurred at low height over terrain which precluded the pilot from carrying out a successful forced landing. The port wing	Dest.	Crasii date and reported as 29.06.67.
March Marc									the fuel supply.		
Control Cont	MPE	[IMCO]	[A-9A]				VIC	(Ferry)	After a low run to clear the strip of livestock, the engine power ceased because of fuel exhaustion. In the ensuing forced landing the aircraft struck trees and crashed. The pilot did not know the fuel consumption rate at the high power settings used en route.	Subst.	Wreckage recovered to Super Spread at Moorabbin.
The color	G?	[Schneider]		02.07.67.	Millicent		SA	PVT/Day	The glider did not recover from a deliberately initiated spin and the nose section disintegrated on ground impact. The pilot's failure to take effective recovery	Subst.	
Column	RBO						PNG		The aircraft floated an excessive distance before touching down and, despite heavy braking, overran the end of the strip and fell into a dry creek bed.	Subst.	Rego confirmed G.Goodall
Top	KOQ	Cessna	1501	07.07.67.	wnittiesea (aerodrome)		VIC	(Solo)	elected to land in a paddock, short of the aerodrome, which he knew to be suitable but the aircraft ran through a culvert, during the landing toll, and the	Subst.	
Prop. Prop	PLM	Cessna	172G	07.07.67.	Tuggeranong Station		NSW	Trng/Day	After the aircraft became airborne following a touch and go landing, the instructor considered that the take-off path would not clear trees and he therefore	Subst.	PLM confirmed by Canberra Aero Club historian Rebecca Lamb.
Fig. 1960 11572 Market provided and the content of	GAD	Piper	PA-25-235	09.07.67.	[near] The Rock	NNE Mudgee	NSW		On the first spray run, spray pressure fluctuation diverted the pilot's attention and he delayed pull-up over power cables. The landing gear contacted the	Dest.	" Date also reported as "08.07.67."
Company Comp	RSG	Piner	PA-28-140	11 07 67	Rankstown [aerodrome]	-	NSW	Trne/Day		Subst	Repronfirmed & Goodali
Control Cont	0003						DNC	(Solo)	collapsed.	Subst.	nego comunica cococan
Part	CSCI						FNG		aircraft operations but the pilot could not reasonably be expected to be aware of this.	Subst.	Annual Control
Figure 15-25 15-	KUN	Cessna	182C		Mount Elizabeth Station		WA	PV I/Day	was torn off when it struck a tree stump and the port elevator and tailplane were destroyed.	Subst.	
Process 1750 1250	TV_?	Piper	V-??? "Viscount" PA-28-180		near Balranald		NSW	PVT/Day	The nosewheel strut was bent when the aircraft made a heavy nosewheel first touchdown and bounced. A subsequent go-around was abandoned due to	Minor. Subst.	Capt: P. KENT. The aircraft was stopped on the runway and suffered minor damage.
An image of the season of the section of the control to an often									produced gusty crosswinds.		
Communication of the Communica	BPG	Cessna	172D		Mount Lewis	[near Mount Fraser - J.S.]	NSW?	CHTR/Day	at high speed and in a nose down attitude. Cause of the accident has not been determined.	Dest.	Location in QLD not NSW. Also reported as "On Mt.Fraser near Mt. Molloy north west of Cairns"
Proc. Course 130C 2010C 2010C 2010C Course 130C Cour	FBS	[IMCO]	Callair A9A	20.07.67.	near Bool Lagoon	nr. Narracoorte	SA	Ag/Day	When the starboard undercarriage separated from the aircraft just before lift-off, the take-off was abandoned and the aircraft then groundlooped. The collapse was due to a weld failure at the attachment point of the fuselage gear strut.	Subst.	
Central 15E 222.62 Not Govern 15E 222.63 Not									The pilot landed on a frost covered grassed area of marginal length and, when wheel braking proved ineffective, the aircraft ran into the upwind fence.		Rego confirmed G.Goodall
Commonweal 1972 1	KUN								banked turn, stalled and dived to the ground. Neither pilot was competent to undertake the flight.		
IDS District House							,		landing on the nosewheel but it was not possible to establish the circumstances of such a landing.		
Control Control Section Sect	IDS	Cessna [DeHavilland]				ENE Perth	QLD WA	PVT/Day PVT/Day	The pilot, on encountering deteriorating weather conditions, persisted with attempting to reach his destination until he was ultimately committed to a		Rego confirmed G.Goodall
ARID Piper Px-25-255 01.06.07. Rear Narratrial NSV Ag/Day Ag/Day Company of the c	CMW	Cessna	"Beaver" 185C	01.08.67.	Chimbu		PNG	CHTR/Day	Unaware that the strip surface was wet and slippery, the pilot misjudged the approach and touched down with insufficient distance remaining in which to	Subst.	Rego confirmed G.Goodall
FIX Piper PA-28-140 (5.06.67 Moorabilis recording on Vic Trippipo Vic Sea of a resistance growth of the sucred groundlooped. AND Ward 165.5 (6.06.67 Deven resistance Vic Trippipo Vic Sea of a resistance growth of the sucred groundlooped. AND Ward 165.5 (6.06.67 Deven resistance Vic Trippipo Vic Sea of a resistance growth of the sucred groundlooped. AND Ward 165.5 (6.06.67 Deven resistance Vic Trippipo Vic Sea of a resistance growth of the sucred groundlooped. AND Ward 165.5 (6.06.67 Deven resistance Vic Trippipo Vic Sea of a resistance growth of the sucred groundlooped. AND Ward 165.5 (6.06.67 Deven resistance Vic Sea of a resistance growth of the sucred	ARD								stop. He attempted to groundloop but the aircraft skidded sideways through a drainage ditch onto a road.		Rego confirmed G.Goodall
AF Woo GCS 00.867, Darwol percentages the residence of an other accurate ground opposed. NY PYTON The pilot, who were undercurringe. The collapsor and the accurate ground control while landing in a crosswind and the accurate swange to starboard, oblight. CCG Grumman G164 00108.67, near Malery NW RedCliffe QLD AgDay NW RedCliffe QLD AgDay NW RedCliffe QLD AgDay NW RedCliffe QLD AgDay NW RedCliffe QLD AgDay NW RedCliffe QLD AgDay NW RedCliffe QLD AgDay NW RedCliffe QLD AgDay NW RedCliffe QLD AgDay NW Red RedCliffe QLD AgDay NW RedCliffe QLD AgDay NW RedCliffe QLD AgDay NW RedCliffe QLD AgDay NW RedCliffe QLD AgDay NW RedCliffe QLD AgDay NW RedCliffe QLD AgDay NW RedCliffe QLD AgDay NW RedCliffe QLD AgDay NW RedCliffe QLD AgDay NW RedCliffe QLD AgDay NW Red RedCliffe QLD AgDay NW RedCliffe QLD									forces and fire.		Reen confirmed G Goodall
CCG Grumman G-164 09.06.67. neer Materny NW Redstilfe QLD Ag/Day White strengthing to pass over a low, free-capped ridge on-founde to the treatment area the aircraft was caught in a downgrasight and, despite the application show in first day of agricultural operations in pictry, 15 hord of piecer, the port way in the struck a tree to up and the aircraft contended into a house. The pinks was not his first day of agricultural operations in pictry, 15 hord of piecer, the port way in the struck a tree to up and the aircraft contended into a house. The pinks was not his first day of agricultural operations in pictry, 15 hord of piecer, the port way in pictry. The aircraft contended into a house. The pink was not his first day of agricultural operation in pictry, 15 hord of the pictry of the pictry was not all the pictry of the pictry of the pictry was not all the pictry of the pictry of the pictry of the pictry was not all the pictry of the pictry was not all the pictry of					(2000)			(Solo)	undercarriage then collapsed and the aircraft groundlooped.		nego commune scoopedii
of power, the port wing struck struck a tree top and the aircraft cashed into a house. The pilot was on in list day of agricultural operations in gusty, 15 knot with conditions. INTK Cesna 210-5 10.08.67. Incer Goodburn NE Warburton VIC PY/Topy Management of the elevisor of the central restrictional feet incertain the central restrictional feet incertain the pilot was compelled to make a downwind landing on a west surfaced area of insufficient length. INTK Cesna 210-5 10.08.67. Kunnumya Mission strip N Derby WM OFFINDING Owner the familiar group on a newly prepared to stab-based restricts the properties of the central restrictional feet in the central restrictional feet in the properties of the proposed of the post of the threshold at high speed, and through the familiar feet in the compelled dropped into a dirth and was broken off and the aircraft post of which he had no information. The aircraft to control which he had no information the head no information. The aircraft to control which he had no information. The aircraft to control who in the properties of the proposed of the properties of the proposed of the properties of the proposed of the properties of the proposed of the properties of the proposed of the properties of the proposed of the properties of the proposed of the properties of the properties of the properties of the proposed of the properties of the propert									collapsing the port undercarriage.		
Cessna 182,7 100.8.57. Cessna 100.8.57. Cummunya Mission strip N Derby WA CHIFUP, De buring the landing roll on a newly prepared but sub-standard strip, the nosewheel divoged into a dict. and was broken off and the aircraft overtured. Subst. CHIFUP, De buring the landing roll on a newly prepared but sub-standard strip, the nosewheel divoged into a dict. and was broken off and the aircraft overtured. Subst. CHIFUP, De buring the landing roll on a newly prepared but sub-standard strip, the nosewheel divoged into a dict. and was broken off and the aircraft overtured. Subst. CHIFUP, De buring the landing roll on a newly prepared but sub-standard strip, the nosewheel divoged into a dict. and was broken off and the aircraft overtured. Subst. CHIFUP, De buring the landing roll on a newly prepared but sub-standard strip, the nosewheel divoged into a dict. and was broken off and the aircraft overtured. Subst. CHIFUP, De buring the landing roll on a newly prepared but sub-standard strip, the nosewheel divoged into a dict. and was broken off and the aircraft overtured. Subst. CHIFUP, De buring the landing roll on a newly prepared but sub-standard strip, the nosewheel divoged into a dict. and was broken off and the aircraft overtured. Subst. CHIFUP, De buring the landing roll on a newly prepared but sub-standard which he land on information. The aircraft of the standard which he land on information. The aircraft of the standard which he land on information. The aircraft of the standard which he land on information. The aircraft of the standard which he land on information. The aircraft of the standard which he land on information. The aircraft of the standard which he land on information and the aircraft on the regist and struck the ground inverted. The cause of the pour which he land on information and the aircraft on the regist and struck the ground which he land on information and the aircraft on the resource of the struck of the struck of the struck of the struck of the struck of the struck of the struck of the	CCG	Grumman	G-164	09.08.67.	near Maleny	NW Redcliffe	QLD	Ag/Day	of power, the port wing struck struck a tree top and the aircraft crashed into a house. The pillot was on his first day of agricultural operations in gusty, 15 knot	Subst.	Rego contirmed G.Goodall
The aircraft run through a fence and overturned. No. Cessna 210 5 10.06.57 Kummunya Mission strip N Derby WA CHTR/Day Cessna 182X 12.06.57 near Korumburra SE Melbourne V/C PF/T/Day Store N	\vdash	Cessna	182_?	10.08.67.	near Goulburn	NE Warburton	VIC	PVT/Day	Having continued into deteriorating conditions, the pilot was compelled to make a downwind landing on a wet surfaced area of insufficient length.	Subst.	
The stip was indequate in regard to length, with, surface and approach pradient. Find Cessna 182K 1, 20,6-57 near Konumburra 58 Melbourne VIC PY/Toby and strong and purpose to land downwaring or an orie-way? agricultural strip about which he had no information. The aircraft control of the Subst. Find Cessna 182K 1, 20,6-57 near Konumburra 58 Melbourne VIC PY/Toby and strong and purpose to land downwaring or an information by the far fence and hit an embasiment. Find Subst. 100 1, 100,6-57 [Nobis Park] near Monrabbin [aerodrome] VIC Trrng/Toby (Soil) Find Subst. 100 1, 100,6-57 [Nobis Park] near Monrabbin [aerodrome] VIC Trrng/Toby (Soil) Find Subst. 100 1, 100,6-57 [Nobis Park] near Monrabbin [aerodrome] VIC Trrng/Toby (Soil) Find Subst. 100 1, 100,6-57 [Nobis Park] near Monrabbin [aerodrome] VIC Trrng/Toby (Soil) Find Subst. 100 1, 100,6-57 [Nobis Park] near Monrabbin [aerodrome] VIC Trrng/Toby (Soil) Find Subst. 100 1, 100,6-57 [Nobis Park] near Monrabbin [aerodrome] VIC Trrng/Toby (Soil) Find Subst. 100 1, 100,6-57 [Nobis Park] near Monrabbin [aerodrome] VIC Trrng/Toby (Soil) Find Subst. 100 1, 100,6-57 [Nobis Park] near Monrabbin [aerodrome] VIC Trrng/Toby (Soil) Find Subst. 100 1, 100,6-57 [Nobis Park] near Monrabbin [aerodrome] VIC Trrng/Toby (Soil) Find Subst. 100 1, 100,6-57 [Nobis Park] Nobis Park] Find Subst. 100 1, 100,6-57 [Nobis Park] Nobis Park] Find Subst. 100 1, 100,6-57 [Nobis Park] Nobis Park] Find Subst. 100 1, 100,6-57 [Nobis Park] Nobis Park] Find Subst. 100 1, 100,6-57 [Nobis Park] Nobis Park] Find Subst. 100 1, 100,6-57 [Nobis Park] Nobis Park] Find Subst. 100,6-57 [Nobis Park] Nobis Park] Find Subst. 100,6-57 [Nobis Park] Nobis Park] Find Subst. 100,6-57 [Nobis Park] Nobis Park] Find Subst. 100,6-57 [Nobis Park] Nobis Park] Find Subst. 100,6-57 [Nobis Park] Nobis Park] Find Subst. 100,6-57 [Nobis Park] Nobis Park] Find Subst. 100,6-57 [Nobis Park] Nobis Park] Find Subst. 100,6-57 [Nobis Park] Nobis Park] Find Subst. 100,6-57 [Nobis Park] Nobis Park] Find Subst.	KYK	Cessna			Kunmunya Mission strip	N Derby			The aircraft ran through a fence and overturned. During the landing roll on a newly prepared but sub-standard strip, the nosewheel dropped into a ditch and was broken off and the aircraft overturned.	Subst.	
CPA Vsta 100 13.06.67. [Notice Park] near Moorabbin jaerodrome] ViC Trrigfbay (Solo) Nature Notice Nature Notice Nature Notice Nature						-			The strip was inadequate in regard to length, width, surface and approach gradient.		
Auster 1.5G 15.08.67 mear Hatfield N Balranald NSW PVTOW Wille lunding on routhway having sub-standard width for an authorised landing area, directional control was lost after touchdown and the aircraft rolled to the right and struck the ground invented. The cause of the household invented to the control was lost after touchdown and the aircraft rolled to the right and struck the ground invented. The cause of the household invented to the structure of the struc			400						touched down 900 feet beyond the threshold at high speed, ran through the far fence and hit an embankment.		
Auster 1.5G 5.5.08.6.7 near Hatfield N Balanard NSW PY/Day While lunding on a routhway having to be standard width for an authorised lunding area, directional control was lost after frout-flowing and temple product for through a rough product of through as a few larger date with the fault of through as rough product of through as rough product of through as rough product of through as rough product of through as rough product of through as rough product of through as rough product of through as rough product of through as rough product of through as rough product of through a rough product of through as rough product of through as rough product of through a rough product of through as rough product of through a rough product of through product of through a rough product of through a rough prod	CPA	victa	100	13.08.67.	[Noble Park]	ileai Moorappin (aerogrome)	VIC	(Solo)	forced landing field. The port wingtip struck trees on the upwind boundary and the aircraf rolled to the right and struck the ground inverted. The cause of	SUDST.	
Signature Sign	\vdash	Auster	J.5G	15.08.67.	near Hatfield	N Balranald	NSW	PVT/Day	While landing on a roadway having sub-standard width for an authorised landing area, directional control was lost after touchdown and the port under-	Subst.	
Gilder Cessna 180A 2.06.67. Ornitmas Creek S Birothane QLD Ag/Day And Starke of the New Bandedness was unable to regain, directional control. The aircraft crossed the strip edge and Subst. AND Skincisky 5-62A 24.06.67. [rest Closers III oil rig Bass Straid] So m SE Bairrodale VC CHTR/Day Hen, for undetermined reasons, there was a substantial loss of engine power on final approach to an off-shore oil drilling platform, a forced landing was substantial bass of engine power on final approach to an off-shore oil drilling platform, a forced landing was made onto the sea. The helicopter alighted in a lai-down attitude, an overtaking well probably caused the tail to lift uddenly and the tail boom was exercised by the main rotor. UPC/NF Cessna 180A 26.06.67. Alice Springs aerodrome NT PY/Toy The pilot, who was inexperienced on shaheel aircraft, did not maintain directional control while landing in gusty, crosswind conditions and the aircraft substantial control was inexperienced on final approach to an off-shore oil drilling power, was unable to a reset the sink rate near the final control was inexperienced on shaheel aircraft, did not maintain directional control while landing in gusty, crosswind conditions and the aircraft of the power, was unable to arrest the sink rate near the final control was control where aircraft crossed the strip edge and Subst.									aircraft touched down.		
AND Skorsky 5-62A 24.08.67. [restr Clores III oil rig Bass Strait] 50 mm SS Bairmdale VC CHTR/Day me, for undertermined reasons, there was a substantial loss of engine power on final approach to an off-shore oil drilling platform, a forced landing was made onto the sea. The helicopter alighted in a tail-down attitude, an overtaking swell probably caused the tail to lift suddenly and the tail boom was severed by the main root of the sea. The helicopter alighted in a tail-down attitude, an overtaking swell probably caused the tail to lift suddenly and the tail boom was severed by the main root of the sea. The helicopter alighted in a tail-down attitude, an overtaking swell probably caused the tail to lift suddenly and the tail boom was severed by the main root of the sea. The helicopter alighted in a tail-down attitude, an overtaking swell probably caused the tail to lift suddenly and the tail boom was severed by the main root of the tail to lift suddenly and the tail boom was severed by the main root of the sea. The helicopter alighted in a tail-down attitude, an overtaking swell probably caused the tail to lift suddenly and the tail boom was severed by the main root of the sea. The helicopter alighted in a tail-down attitude, an overtaking swell probably caused the tail to lift suddenly and the tail boom was severed by the main root of the sea. The helicopter alighted in a tail-down attitude, an overtaking swell probably caused the tail to lift suddenly and the tail boom was severed by the main root of the same of the sea. The helicopter alighted in a tail-down attitude, an overtaking swell probably caused the tail to lift suddenly and the tail to suddenly and the tail boom was severed by the main root of the same of the suddenly and the tail to lift suddenly and the tail to lift suddenly and the tail suddenly and the tail down was severed to the same of the tail to lift suddenly and the tail suddenly and the tail to lift suddenly and the tail suddenly and the tail down was severed to the suddenly and the tail	G_?	[Schneider]	Glider						landing. After release, the glider descended rapidly and struck a tree short of the threshold.		
Bass Straid made onto the sea. The helicopter alighted in a tail-down attitude, an overtaking swell probably caused the tail to lift uddenly and the tail boom was been seen at the season of the se	RFE?	Cessna	180A		Christmas Creek	S Brisbane	QLD		groundlooped.	Subst.	
Subst. S	AND	Sikorsky	S-62A	24.08.67.	[near Glomar III oil rig Bass Strait]	50 nm SE Bairnsdale	VIC	CHTR/Day	When, for undetermined reasons, there was a substantial loss of engine power on final approach to an off-shore oil drilling platform, a forced landing was made onto the sea. The helicopter alighted in a tail-down attitude, an overtaking swell probably caused the tail to lift suddenly and the tail boom was	Subst.	
RAJ Wren 460 25.08.67. Tapen PNG PY/T/Day The pilot did not maintain a sale margin of airspeed on final approach and , despite application of full power, he was unable to arrest the sink rate near the (Cessura 1826) Subst.	LIPG/H2	Cessna	1804	26.08.67	-		NT.	PVT/Day	severed by the main rotor.	Subst	
[Cessna 182G] threshold. The aircraft touched down short, the nose wheel broke off and the aircraft overturned.	PAI				,				groundlooped violently to the left.	Cubes	
CKI Cessna 3109 26,086.67. McLarty Mills SE Broome WA Criffx,Day The pilot commenced take-off from behind the threshold of the strip. At a speed of 30-40 knots, and still prior to the threshold, the nosewheel rism Subst.	KAJ		[Cessna 182G]						threshold. The aircraft touched down short, the nose wheel broke off and the aircraft overturned.	SUDST.	
	CKI	Cessna	310F	26.08.67.	McLarty Hills	SE Broome	. WA	CHTR/Day	In e pilot commenced take-orn from behind the threshold of the strip. At a speed of 30-40 knots, and still prior to the threshold, the nosewheel rim	Subst.	ı

	i	i	1 1	İ	I.	ı		fractured on contact with a depression, the tyre deflated and the nose strut collapsed.	ı	İ
ALL	Piper	PA-32-260	27.08.67.	William Creek	NW Andamooka	SA	PVT/Day	During the landing roll the aircraft ran off the side of the strip and the port wheel was removed when it struck a ditch. The aircraft was not properly aligned with the strip before touchdown and the strip itself was of sub-standard width.	Subst.	Rego confirmed G.Goodall
GDR	[Schneider]	ES.52B "Kookaburra"	27.08.67.	Khancoban		NSW	Trng/Day	During slope soaring operations along a ridge in strong but variable wind conditions, the glider was descended to too low a height. After turning away from	Subst.	
TOT	Beech	Glider C17L	30.08.67.	Cooktown [aerodrome]		QLD	(Dual) PVT/Day	the ridge, the instructor was unable to maintain airspeed and terrain clearance and the starboard wing struck a tree causing the glider to crash. During a take-off in gusty wind conditions, the pilot did not exercise sufficient care to maintain directional control and abandoned the take-off when the	Subst.	Pilot: Len DAY and wife uninjured. Aircraft was competing in the Warana Air Race.
								aircraft left the runway at 90° to its take-off direction. The aircraf struck a low bank at the edge of the flight strip and the undercarriage collapsed.		[ex Brisbane]
RWT	Cessna	150A	01.09.67.	Forrest River Mission	nr Wyndham	WA	PVT/Day	The pilot lost control when, at a low height, the aircraft assumed an unusual attitude after encountering moderate to severe turbulence. He was unable to effect recovery in the height available and the aircraft struck the ground in a flat stalled condition.	Subst.	
RS_?	Piper	PA-28-140	02.09.67.	Bankstown [aerodrome]		NSW	Trng/Day (Solo)	The inexperienced pilot did not maintain directional control and the aircraft started to swing during the take-off roll. He abandoned the take-off and closed the throttle but the aircraft left the runway and groundlooped.	Subst.	
MCA/D?	Piper	PA-24-250	02.09.67.	Quilpie		QLD	CHTR/Day	After touching down in a gusty crosswind, the aircraft skipped intending to retract the flaps, the pilot inadvertantly selected the undercarriage "up". The	Subst.	
G_?	[SZD]	[9bis] "Bocian"	03.09.67.	near Calliope	SW Gladstone	QLD	Trng/Day	undercarriage retracted because the aircraft weight was not on the mainwheels at the time and the aircraft skidded to a halt on its lower fuselage. The student allowed the port wing to drop and strike the runway after landing and the instructor did not act quickly enough to prevent the glider from	Subst.	
G ?	[DFS]	Glider Olympia 4	03.09.67.	Batchelor	S Darwin	NT	(Dual) PVT/Day	groundlooping. After a winch launch to about 400 feet and a low level circuit, the pilot delayed the turn onto base leg. The aircraft was still turning onto the final approach	Subst	
		Glider						path when it stalled and struck the ground.		
SSM	Cessna	180	08.09.67.	near Daysdale *	S Hay	NSW	Ag/Day	After climbing over a high tree midway along the spray path, the pilot descended the aircraft at a steep angle and misjudged the flare. The aircraft struck the ground, an undercarriage leg broke off and a wing was removed in the subsequent groundloop.	Subst.	* Location also reported as Drysdale. Daysdale is in fairly close prox. To Drysdale. Daysdale is closer to Oaklands.
MLP	Beech	23	13.09.67.	Abbotsford station	[nr Hughenden]	QLD	PVT/Day	During an attempted take-off from a sub-standard strip of insufficient length, the aircraft did not become positively airborne . Still under power, it continued across a road, struck a tree, crashed into the bank of a creek and was destroyed by fire.	Dest.	
TOJ?	Piper	PA25-235	13.09.67.	near Finley		NSW	Ag/Day	The spray run required the aircraft to be flown under a two-cable power line. When deprived of forward visibility by sun glare, the pilot did not abandon the	Subst.	
DYO	Beech	A23A	18.09.67.	near Roto	[Ivanhoe]	NSW	PVT/Day	run and the aircraft gained height slightly and flew through both cables of the power line. When the flight was continued into conditions of turbulence and poor visibility in dust storms, the pilot, who was not qualified for instrument flight, lost	Dest.	
TMM	Mooney	M20E	20.09.67.	near Eradu		WA	PVT/Day	control of the aircraft and it struck the ground in an almost vertical attitude. Take-off was attempted from an area insufficient in length and covered in wild turnip weed 20 inches high. The aircraft became airborne but struck the	Cultura	Rego confirmed G.Goodall
IIIIII	widoney	WIZUE	20.09.07.	ileai Eladu		WA	FV1/Day	upwind boundary fence and the pilot was then unable to prevent the port wing from striking the ground. The aircraft subsequently struck a tree causing	Suust.	Nego committed d. dobdan
SSY?	[C.A.C.]	CA28 'Ceres'	21.09.67.	near Walcha		NSW	Ag/Day	further damage to the mainplane. The pilot operated the aircraft with known defective port brake. During the landing roll he was unable to maintain directional control and the aircraft	Subst.	
DGW?	Piper	PA-30-160	21.09.67.	Brewarrina		NSW	PVT/Day	groundlooped. When the starboard engine was being started a fuel vapour explosion occurred within the starboard wing as a result of fuel cell leakage.	Subst	
									Juon.	
DQV?	Cessna	P206B	23.09.67.	Wallacia	<u> </u>	NSW	Trng/Day (Solo)	The pilot did not adequately flare the aircraft for landing and it touched down heavily on the nosewheel on an undulating section of the strip. The nosewheel fork fractured, the nosewheel then became detached and the aircraft overturned.	Subst.	
UTO/2	Bell	47G4 [47G-4]	25.09.67.	near Millingimbi (sic)	NW Groote Eylandt	NT	AWK/Day	Engine power ceased en route as a result of fuel exhaustion and an auto-rotational landling was made from about 300 feet into trees on the side of a rocky hill. The pilot had not ensured that sufficient fuel was carried for the flight.	Subst.	
INI/2	Bell	47G3B1	28.09.67.	20 WSW Samarai	[also "Salamau"]	PNG	CHTR/Day	The pilot misjudged a downwind approach for a beach landing and the tail rotor struck an unidentified object. When severe vibration of increasing intensity	Subst.	
		[47G-3B1]			ĺ			commenced, an immediate landing was made on the float rears and the subsequent rocking, combined with rearward cyclic, caused the main rotor blade to strike and sever the tail boom.		
UPB/2	Cessna	210-5	29.09.67.	Apilla (sic)	NE Whyalla	SA	PVT/Day	The aircraft entered cloud shortly after take-off and variations in engine noise were then heard, culminating in a crescendo of engine power just before the aircraft hit the ground and burst into flames. The pilot was not qualified for instrument flight.	Dest.	
RYX	Cessna	336	02.10.67.	Ossima		PNG	CHTR/Day	The pilot did not detect that, during the take-off run and probably as a result of fuel vapour locking, the rear engine ceased delivering power. The aircraft	Subst.	
ICC	Piper	PA-32-300	03.10.67.	Delungra	NW Inverell	NSW	CHTR/Day	became airborne but struck trees and then the ground 1200 feet beyond the end of the strip. The aircraft was overloaded and the pilot abandoned the take-off when the aircraft failed to climb away. After touching down, the aircraft ran through the	Subst.	
	The second second	172F		near Oberon				boundary fence and struck a large tree stump. The pilot was unable to locate his destination and, deciding to land., selected a field of inadequate length. The aircraft ran onto rocky terrain and then nosed		
	Cessna		04.10.67.		[SE Bathurst]	NSW	Trng/Day (Solo)	down.	Subst.	
DQF	Cessna	182K	09.10.67.	Timana Island*	off Ingham	QLD	PVT/Day	While landing (at Dunk Island) the aircraft twice bounced heavily, with resultant structural damage, and a go-around was initiated. Control difficulty was experienced and the pilot, in-correctly attributing this to a damaged aileron, ditched the aircraft in shallow water [on a nearby island].	Subst.	* Also Known As Thorpe Island.
CLT?	[DeHavilland]	DH114/2	10.10.67.	Alice Springs [aerodrome]		NT	PVT/Day	After a ground time of about 15 minutes in hot, calm conditions, No.2 engine failed to start and fuel, introduced into the exhaust system, ignited without	Subst.	
				1				the knowlwdge of the pilot who was then starting the No. 3 engine. The port flap was ignited by flames from the No. 2 exhaust and was destroyed before the fire could be extinguished.		
TOW?	Cessna	172C	11.10.67.	Collerina	E Enngonia	NSW	PVT/Day	The aircraft was taxied until it was partly inside the hangar door line before the engine was cut. A bystander entered the hangar by a rear door and continued towards the aircraft until the propeller, during its final revolutions, struck his arm.	Nil.	
RDY	Cessna	337	11.10.67.	Port Hedland [aerodrome]		WA	CHTR/Day	The aircraft was landed with the undercarriage retracted because the pre-landing cockpit check was inadequate. The undercarriage warning horn was inoperative and the pilot reports that his attention was diverted during the cockpit check.	Subst.	Rego confirmed G.Goodall.
RHA?	Cessna	1728	13.10.67.	near Mulialey	W Tamworth	NSW	PVT/Day	During an approach to land on a road the aircraft struck power cables and was pulled to the ground in a nose-down attitude.	Subst.	
PUA?	Cessna	1728	15.10.67.	Cairns [aerodrome]		QLD	PVT/Day	After touching down in crosswind conditions, the pilot did not ensure that both main wheels were on the ground before applying the brakes. The aircraft groundlooped and the nose and starboard wheels collapsed.	Subst.	
AGD	Ryan	ST-M	15.10.67.	near Mildura		VIC	PVT/Day	When the engine failed shortly after take-off, the pilot turned to land across the field but failed to arrest descent and the aircraft contacted the ground heavily, skidded and nosed over.	Subst.	
GQL	Nunn (sic)	Falcon	15.10.67.	near Kulin	NE Narrogin	WA	PVT/Day	The towing vehicle lost power when the glider reached a height of approximately 50 feet. The tow rope was released but, during the forced landing, the	Subst.	
DME?	[Munn] Beech	Glider 95/B55	17.10.67.	near Maniimup		WA	AWK/Day	pilot allowed the glider to stall and it struck the ground heavily. The pilot did not maintain adequate control in the pitching plane after a landing bounce and, on the second touchdown, the nose pitched down hard, the	Subst.	
	Dines	[95-B55] PA-28-140	19 10 67	Doet Marechy (socodcome)		DNC	Trng/Night	starboard main and nosewheel oleos both bottomed and the starboard propeller struck the ground. On the seventh consecutive night touch-and-go landing, the pilot did not appreciate that the aircraft had attained lift-off speed and attempted to hold it on	Culest	
	Piper	PA-28-140	18.10.67.	Port Moresby (aerodrome)		PNG	(Solo)	the ground. Control was lost in the pitching plane and, during a sequence of heavy bounces, the aircraft's nosewheel strut was bent rearwards and the	Subst.	
ASE	Cessna	172D	19.10.67.	Alice Springs [aerodrome]		NT	Trng/Day	take-off was abandoned. The aircraft ballooned during the level off for a landing in gusty, swinging, crosswind conditions and, when the inexperienced pilot did not take correct	Subst.	
107.2	Dell	47G3B1	24.10.67.	Tabibuga		PNG	(Solo) CHTR/Day	recovery action , the aircraft stalled and fell heavily onto the runway. During take-off from a strip which had a pronounced downslope, the pilot allowed the main rotor blades to stall when climb was initiated from a hover.	Culest	
UI_r	odli	[47G-3B1]						The take-off was abandoned but the helicopter landed heavily on the port skid and groundlooped.	Juust.	
AWG	Cessna	172A	25.10.67.	near Roebourne		WA	PVT/Day	The pilot recklessly operated the aircraft at a very low height and dived on a utility truck travelling along an outback road. The nosewheel assembly of the aircraft was dislotged when it struck the vehicle and the aircraft sustained further damage when landing at a station strip. Occupants of the utility were cut	Subst.	Pilot Unlicenced. Rego confirmed G.Goodall.
DYJ	Beech	A23	26.10.67.	Jandakot [aerodrome]		WA	Tena/Day	by broken glass.	Subst.	Student Pilot/Owner: D.J. COAKLEY
				Jandakot (aerodrome)			Trng/Day (Solo)	After applying power during a touch- and- go landing in gusty wind conditions, , the inexperienced pilot lost directional control and the aircraft swung to the right, left the runway, crossed the flight strip and ran into a storm drain.	ounst.	Student Priory OWNET: U.J. COAKEEY
cvo	Cessna	210A	28.10.67.	Beaudesert	WNW Coolangatta	QLD	PVT/Day	A glider winch launch was commenced in the belief that the take-off path was clear but an aircraft, approaching to land in the opposing direction, struck the winch cable which partially severed the aircraft's wing and caused it to crash. The aircraft had caried out a wide circuit and a low approach.	Dest.	
ICB	Cessna	172E	28.10.67.	near Brigalow	ESE Chinchilla	QLD	PVT/Day	During the second low circuit of a homestead, the aircraft climbed to about 150 feet, descended again, struck a power cable and hit the ground almost	Dest.	
DPB	Beech	23	29.10.67.	Mount Dare Station	N Oodnadatta	SA	PVT/Day	vertically. During the landing on a strip with a rough surface, the port undercarriage collapsed and the aircraft groundlooped to the left.	Subst.	
TTS/2	Cessna	182A	29.10.67.	near Bundanoon	WSW Port Kembla	NSW	CHTR/Day	The pilot, who was not qualified for instrument flight, continued into a situation of cloud base progressively lowering to tree top level. While following a	Dest.	
								railway line, at low level, the aircraft struck the top of a tree. A steep climb was initiated and the aircraft entered cloud, stalled and dived into the ground.		200000000000000000000000000000000000000
CCI	Grumman	G164 ["Ag-Cat"]	30.10.67.	near Brookstead	WSW Ipswich	QLD	Ag/Day	Prior to commencing the operation, the pilot did not exercise sufficient care when inspecting the field to be sprayed. On the first run the aircraft collided with power cables, ran into an overgrown irrigation ditch , and overturned.	Subst.	Rego confirmed G.Goodall.
MUF	Victa	115 ["Airtourer"]	01.11.67.	Whim Creek	E Karratha	WA	PVT/Day	While being taxied at a fast speed after landing on a straight roadway, the aircraft swung off the road when to port wing struck a road sign post.	Subst.	
G?	[Schneider]	Grunau Baby	04.11.67.	Narrogin West	1	WA	PVT/Day	The glider rapidly lost height in a low final turn of a misjudged approach and, before the turn was completed, the port wing struck the ground and the glider	Subst.	
G?	[SZD]	Glider Bocian [SZD-9]	05.11.67.	Kurweeton *	NNE Cobden	VIC	Trng/Day	cartwheeled. A winch launch was abandoned when the glider overran the cable in gusty conditions but the tow cable parachute billowed and fouled the tailplane of the	Dest.	* Kurweeton is not a geographic location.
					ĺ		(Dual)	glider which was pulled into a steep climb and loop. The cable pulled again at the top of the loop and the glider fell vertically to the ground in a flat inverted attitude.		* Kurweeton is not a geographic location. Kurweeton Rd. Derrinallum exists. Possible link.
GKJ	Beech	95-C55	06.11.67.	Goroka [aerodrome]	1	PNG	CHTR/Day	On lift-off the aircraft, with an excessively high nose attitude, climbed away steeply to about 200 feet then fell away and dived into the ground. The pilot did	Dest.	
		["Baron"]			<u> </u>	<u> </u>		not take timely action to correct the excessive nose high attitude which probably resulted from a premature rotation with the aircraft loaded beyond the rear limit.		
CCR	Grumman	G-164	08.11.67.	Rodd Bay (sic) [Rodd's Bay]	ESE Calliope	QLD	Ag/Day	Engine failure at low altitude over unsuitable terrain forced the pilot to make a landing amongst scattered trees. The aircraft ran into stumps and logs which removed the undercarriage. Engine failure was due to a fracture of No.3 cylinder rod link.	Subst.	Rego confirmed G.Goodall.
RUB	Beech	35-C33	11.11.67.	Mount Cuthbert	NW Cloncurry	QLD	AWK/Day	Hernover unrefuned range, engine name was one or a macrate or in vac symbor on inc. After a missing soon had been located on the ground, the aircraft was operated at an unsafe height and a steep turn was made to avoid a ridge. The aircraft rolled onto it's back, dived steeply, upside down, into the ground and burned.	Dest.	
GKC	Cessna	["Debonair"] 185A	15.11.67.	Wonenara [airstrip]	-	PNG	CHTR/Day	rolled onto it's back, dived steeply, upside down, into the ground and burned. Unaware he was landing downwind, the pilot overshot but forced the aircraft onto the ground as terrain precluded a go-around. As the aircraft could not be	Subst.	
	Beech	["Skywagon"] A23A	21.11.67.	Hoxton Park [serodrome]	-	NSW	PVT/Day	safely stopped in the remaining length, a groundloop was induced but the undercarriage collapsed. While the aircraft was being maneouvred in front of the hangar the starboard wing struck the hangar door.	Subst.	
		("Musketeer")			ļ					
RZA	Lake	LA-4 ["Skimmer"]	29.11.67.	Colac [aerodrome]	ĺ	VIC	PVT/Day	As the aircraft became airborne, the port main undercarriage struck a sheep. Prior to take-off, the pilot did not ensure that grazing livestock were sufficiently clear of the strip.	Subst.	
TOZ	Piper	PA24-400 ["Comanche 400"]	30.11.67.	Cape Willoughby	[Kangaroo Island]	SA	CHTR/Day	The pilot attempted to land on a sub-standard downhill slope but then decided to go around. When airborne he commenced a turn to the right to avoid rising terrain, but the aircraft struck a post and then the ground and the take-off was abandoned.	Subst.	Rego confirmed G.Goodall.
-	Piper	PA30-160	30.11.67.	near Deniliquin	 	NSW	CHTR/Day	In pilot failed to extend the landing gear and landed with the wheels retracted. The undercarriage warning horn did not operate due to incorrect rigging	Subst.	

i		[PA-30-160]		[aerodrome?]		ì	i	of the throttle microswitch.	1	i i
GQR?	[NVV]	Sagitta Glider	30.11.67.	Warkworth	W Singleton	NSW	PVT/Day	When the glider overran the cable, the cable released and the glider landed heavily, causing extensive fuselage damage.	Subst.	
BPJ	Cessna	Glider 172A	02.12.67.	Palm Island	N Townsville	QLD	CHTR/Day	On a straight-in approach, made at normal speed without adequate appreciation of surface wind conditions, a severe downdraft was encountered and the	Subst.	
CDE	Beech	B50	04.12.67.	Moorabbin [aerodrome]		VIC	AWK/Day	descent was only partly arrested when the aircraft landed heavily , collapsing the undercarriage. The landing gear retracted during the landing run, probably because the pilot inadvertantly selected undercarriage UP when it was his intention to raise the	Subst.	Aircraft had just arrived from Mildura on an air ambulance contract flight.
CDE							, ,	flaps.	Subst.	Anciar had just arrived from windura on an an ambusance contract hight.
GK_?	Cessna	U206B	06.12.67.	Komo Mananda		PNG	CHTR/Day	The aircraft overran the strip, passed down an embankment and overturned when the pilot could not stop after misjudging a landing approach in tailwind conditions.	Subst.	
PAR	Piper	PA24-250 [PA-24-250]	07.12.67.	Port Hedland aerodrome		WA	PVT/Day	Because accumulated dirt on the abuttenet faces of a drag link assembly prevented the undercarriage from locking down, light indications for safe extension	Subst.	Rego confirmed G.Goodall.
		(**************************************						could not be obtained by the use of either main or emergency system. Extension was assumed when the warning horn did not sound but the undercarriage retracted after touchdown.		
	Piper	PA25-235 [PA-25-235]	07.12.67.	near Mansfield		VIC	Ag/Day	The aircraft commenced to sink after take-off and , despite dumping of the load, the port aileron struck the top of a fence post. The pilot retained control of the aircraft and landed back on the strip. It is possible that a slight wind change occurred during take-off while the aircraft was being operated at or above	Subst.	
	Austos		09.12.67.	Bond Springs	N Alice Springs	MT	PVT/Day	maximum all-up weight. Landing crosswind, the pilot levelled off high without power and, when effective recovery action was not taken, the aircraft landed heavily, collapsing the	Codesa	
							,,	port wheel.		
RMO	Vickers Cessna	V.747 "Viscount" 206	11.12.67.	Melbourne [Essendon] Airport Jandakot [aerodrome]		WA	RPT?? CHTR/Day	Vickers Viscount website . Aircraft reported "Damaged". No further details known. The pilot did not make adequate provision to prevent the aircraft moving while hand starting the engine. The aircraft rolled forward after the engine started	?? Subst.	Rego confirmed G.Goodall.
RCN	Reech	DSOR		Moorabbin [aerodrome]				and the starboard wingtip and propeller struck a hangar door.	Subst	
RCN			13.12.67.	(VIC	AWK/Day	During the landing roll the aircraft lifted slightly on passing over a slight undulation. Intending to retract the flaps, the pilot inadvertantly retracted the undercarriage.	Subst.	
AG_?	Cessna	185A	13.12.67.	near Mount Barker		WA	Ag/Day	After take-off and while proceeding to the spreading area, the aircraft's port wing struck a large wedge-tailed eagle. The load was dumped and the aircraft flown back the the strip where it landed without further damage.	Subst.	
TPK	Piper	PA30-160	15.12.67.	near Townsville		QLD	Trng/Day (Dual)	For reasons not determined, control of the aircraft was lost during low speed training manoeuvres. The aircraft struck the ground in a flat attitude while descending in a spin to the left with the undercarriage down and the propellers feathered.	Dest.	
C?	Beech	A23-19	15.12.67.	Moorabbin aerodrome		VIC	Trng/Day (Dual)	executing in a spin to the test with the understanding bown and the properties retained in a spin to the test with the understanding bown and the properties retained as a spin to the test with the most gear shock absorber roll to setarate from the compressor assembly and the nose landing gear collapsed shortly after	Subst.	
KXD?	Cessna	[Sport] 150G	16.12.67.	Tyabb [aerodrome]	SE Frankston	VIC	(Dual) PVT/Day	touchdown. The pilot misjudged his height above the ground while attempting to land and, when proper recovery action was not taken, the starboard wingtip and wheel	Subst.	
CURT		445						struck the ground. The aircraft then landed heavily, partially collapsing the nosewheel.	6.1.4	
CHP?	Victa	115 ["Airtourer"]	17.12.67.	Hoxton Park [aerodrome]		NSW	Trng/Day (Dual)	Soon after the aircraft became airborne the engine lost power and, during the ensuing forced landing in the adjoining field, the aircraft ran through a boundary fence.	Subst.	
	Bell	47G2 [47G-2]	19.12.67.	Lakes Entrance		VIC	CHTR/Day	The pillot intended to pass beneath power cables, after take-off, but did not observe intervening telephone wires which the helicopter struck. The wires wrapped around the rotor mast, causing control difficulty, and an auto-rotation landing was made.	Subst.	
PTC?	Cessna	182K	20.12.67.	Montejinni (sic)		SA *	Trng/Day (Dual)	During a short field landing demonstration, the aircraft touched down heavily and pitched forward on to the nosewheel, buckling the forward fuselage.	Subst.	* Actual Location = Northern Territory.
FDY	Piper	PA32-260	21.12.67.	[Montejinnie Station] near Port Augusta		SA	(Dual) AWK/Day	Power ceased abruptly due to failure of the crankshaft gear restraint and the aircraft touched down heavily, on the port wheel and wingtip, in the ensuing	Subst.	Rego confirmed G.Goodall.
6.7	[SZD]	[PA-32-260] "Bocian"	21.12.67.	Culluleraine (sic)	W Mildura	VIC	Trng/Day	forced landing. In calm, hot conditions, the winch speed was too slow and the launch cable was released when the pilot experoienced difficulty in controlling the glider.	Subst.	
	()	Glider FS-52	27 12 67	[Cullulleraine]	***************************************	NSW	(Dual)	The instructor did not take over control and one wing hit the ground causing the glider to pivot and touch down travelling sideways. The aircraft drifted into a fence when the pilot did not maintain adequate directional control after touching down in crosswind conditions.	Subst	
G_/	[Schneider]	"Kookaburra"	27.12.67.	Cowra		NSW	PVT/Day	The aircraft drifted into a fence when the pilot did not maintain adequate directional control after touching down in crosswind conditions.	Subst.	
CBI	Cessna	Glider 172F	27 12 67	near Jerramungup	NF Albany	WA	PVT/Day	Undulating ground caused the pilot to lose sight of the upwind boundary, while taxing, and he took off from a point which provided insufficient length in	Subst	
	Mark and the second	50.00	20.42.63					the direction of take-off. The aircraft ran through two fences, and trees, before coming to rest.	Subst.	
G_r	(Schneider)	ES-60 "Boomerang"	28.12.67.	near Benalla		VIC	PVT/Day	When the tow line was accidentally released by the tug aircraft , shortly after take-off, the glider pilot selected a forced landing area which was obstructed by trees and wires. Other obstruction free areas were available.	Subst.	
RXF	Cessna	Glider U206A	29.12.67.	28 nm NNE Daly Waters	SSE Katherine	NT	CHTR/Day	In adverse weather and approaching darkness the pilot so persisted in attempts to land at or near his destination that he was then committed to divert to an	Dest.	
		["Super Skywagon"]					,,	alternate by night and without adequate fuel. Fuel was exhausted before reaching the alternate and, in a night forced landing on unsuitable terrain, the		
MQC	Aero Comm. [Darter Comm.]	100	01.01.68.	Philip Island	45 n/m.SSE Melbourne	VIC	PVT/Day	When landing the overloaded aircraft in strong gusty crosswind conditions, the pilot levelled off too high and a heavy touch down resulted.	Subst.	
GNJ	[Schneider]	ESS9 "Arrow"	02.01.68.	near Benalla		VIC	Gliding	About 12 gliders were operating in a single thermal when two of them collided while on left overlapping orbits at the same altitude. One glider landed	Dest.	
GHA	[Schneider]	Glider KA6	02.01.68.	near Benalla		VIC	Gliding	About 12 gliders were operating in a single thermal when two of them collided while on left overlapping orbits at the same altitude. One glider landed safely (GiAl) but the other lost a substantial part of a wing and dived to the ground.	Dest. Subst.	
		Glider KA6 [ES-Ka6]Glider			SW Litherow			safely [GHA] but the other lost a substantial part of a wing and dived to the ground.	Subst.	
GHA FCH	[Schneider] [Schneider] Piper	Glider KA6	02.01.68. 05.01.68.	near Benalla	SW Lithgow	VIC	Gliding Trng/Day (Dual)	safely (GHA) but the other lost a substantial part of a wing and dived to the ground. Following an interruption to the fuel supply, for reasons which were not established, the engine lost power when the aircraft was engaged in instrument flight training over cloud covered terran. A successful forced landing was impossible and the aircraft struck trees while in a shallow controlled descent and		
FCH RFG	Piper Cessna	Glider KA6 [ES-Ka6]Glider PA24/260B [PA-24-260B]	05.01.68. 05.01.68.	near Oberon	SW Lithgow	NSW WA	Trng/Day (Dual) CHTR/Day	safely (GIAL) but the other lost a substantial part of a wing and dived to the ground. Following an interruption to the fast supply, for reasons which were not established, the engine but power when the aircraft was engaged in instrument finds training over cold convert errain. A successful forced laveling was impossible and the aircraft stack trees while in a shallow controlled descent and fell to the ground. The noise gest strains a stump which the plot failed to see while concentrating on taxing part as large stone.	Subst. Dest. Subst.	
FCH	Piper	Glider KA6 [ES-Ka6]Glider PA24/260B [PA-24-260B]	05.01.68.	near Oberon	SW Lithgow	NSW	Trng/Day (Dual)	safely (GMA) but the other lost a substantial part of a wing and dived to the ground. Following an interruption to the fuel supply, for reasons which were not established, the engine lost power when the aircraft was engaged in instrument flight training over cloud covered terrain. A successful forced landing was impossible and the aircraft struck trees while in a shallow controlled descent and fell to the ground.	Subst. Dest.	
RFG CYE	Piper Cessna Cessna	Glider KAA [E5-Ks6]Glider PA24/2608 [PA-24-2608] 1828	05.01.68. 05.01.68. 07.01.68.	near Oberon near Mount Bruce Coomalie Creek	SW Lithgow	NSW WA NT	Trng/Day (Dual) CHTR/Day PVT/Day	safely (GMA) but the other lost a substantial part of a wing and dived to the ground. Following an interruption to the faet supply, for reasons which were not established, the engine lost power when the aircraft was engaged in instrument flight training over cloud covered termin. A successful forced landing was impossible and the aircraft struct trees while in a shallow controlled descent and fell to the ground. The note gear struck a stump which the pilot failed to see while concernrating on taxying past a large atone. When hand strainful earcraft with the parks on but without wheel chocks, the place and past structures to the passenger who, unknown to the pilot, advanced the throats when the engine failed to start on the first attempt. The engine started on the next attempt and, under significant power the aircraft moved which locked brakes one the wet slippersy under through a force and not not ree.	Subst. Dest. Subst. Subst.	
FCH RFG	Piper Cessna Cessna Beech	Glider KA6 [E5-ks0]Glider PA24/2608 [PA-24-2608] 1828 1828 35/C33 [35-C33 *Oebonair*]	05.01.68. 05.01.68. 07.01.68.	near Oberon near Mount Bruce Coomalie Creek Derby [aerodrome]	SW Lithgow	NSW WA NT	Trng/Day (Dual) CHTR/Day PVT/Day	safely (GMA) but the other lost a substantial part of a wing and diwed to the ground. Following an interruption to the faet supply, for reasons which were not established, the engine lost power when the aircraft was engaged in instrument flight training over cloud covered termin. A successful forced landing was impossible and the aircraft struct trees while in a shallow controlled descent and fell to the ground. The none gas struck a stump which the pilot failed to see while concentrating on taxying past a large atone. When hand starting the aircraft with the parties of ball on but on but without wheel chocks, the place alone. When hand starting the aircraft shows the engine failed to start on the first attempt. The engine started on the next attempt and, under significant power the aircraft moved which locked brakes over the wet slippersy under through a fine can air not rese. Having decided not to use flag because of the crosswind conditions, the pilot omitted to lower the landing gear and the landing was made with it fully restracted.	Subst. Subst. Subst. Subst.	
FCH RFG CYE	Piper Cessna Cessna	Glider KAA [E5-Ks6]Glider PA24/2608 [PA-24-2608] 1828	05.01.68. 05.01.68. 07.01.68. 08.01.68.	near Oberon near Mount Bruce Coomaile Creek Derby [aerodrome] near Walgett	SW Lithgow	NSW WA NT	Trng/Day (Dual) CHTR/Day PVT/Day	safely (GAA) but the other lost a substantial part of a wing and dived to the ground. Following an interruption to the fuel supply, for reasons which were not established, the engine lost power when the aircraft was engaged in instrument flight training over cloud covered errain. A successful forced landing was impossible and the aircraft struck trees while in a shallow controlled descrea and large training over cloud covered errain. A successful forced landing was impossible and the aircraft struck trees while in a shallow controlled descrea and large training over cloud covered errain. A successful forced landing was impossible and the aircraft struck trees while in a shallow controlled descrea and large structures to the same structure of the same structures to the plant and the structure when the same structures to the passenger who, unknown to the plant and successful the brottle when the engine failed to start on the first attempt. He engine started on the next attempt and, under significant power the aircraft moved with locked brakes over the west supply surface through a finer and into trees. Annual generated not use flag because of the coversained continues, the plant content of the surface and ento trees. Annual generated not use flag because of the coversained continues, the plant content of user the landing age and the landing was made with it fully entracted.	Subst. Dest. Subst. Subst.	
RFG CYE	Piper Cessna Cessna Beech	Glider KA6 [E5-ks0]Glider PA24/2608 [PA-24-2608] 1828 1828 35/C33 [35-C33 *Oebonair*]	05.01.68. 05.01.68. 07.01.68.	near Oberon near Mount Bruce Coomalie Creek Derby [aerodrome]	SW Lithgow SE Melbourne	NSW WA NT	Trng/Day (Dual) CHTR/Day PVT/Day	safely (GiAl) but the other lost a substantial part of a wing and dived to the ground. Following an interruption to the fuel supply, for reasons which were not established, the engine lost power when the aircraft was engaged in instrument flight training over cloud covered terrain. A successful forced landing was impossible and the aircraft trust trees while in a shallow controlled descreat and laid to the ground. The root gene aircraft sump which the plot failed to see while concentrating on taking a large stone. The root gene aircraft sump which the plot failed to see while concentrating on taking a large stone. When hand starting the aircraft with the plot failed to see while concentrating on taking a large stone. All the same aircraft was the same and the plot aircraft which the hand brake on bot while concentrating on taking a large stone. All the same aircraft was the same aircraft which the same air concentration of the concentration and under significant power to a large stone. All the same aircraft on the same same aircraft was the same aircraft was the same aircraft was the same aircraft was the same aircraft was the same aircraft under the same aircraft was the same aircraft was the same aircraft was the provided part and the provided to be of inadequate length under the aircraft same aircraft was the same air concentration. All the same aircraft was the same aircraft under length of box of inadequate length under the aircraft same aircraft under length of box of inadequate length under the aircraft same air of the content of further	Subst. Subst. Subst. Subst.	
FCH RFG CYE	Piper Cessna Cessna Beech Cessna Taylorcraft	Gilder KA6 [ES-Kal6]Gilder PA24/2608 [PA-2+2608] 1828 1828 35/C33 "Oebonals" 182, Model F [Auster III]	05.01.68. 05.01.68. 07.01.68. 08.01.68.	near Oberon near Mount Bruce Coomalie Creek Derby (aerodrome) near Walgett near Koo Wee Rup	SW Littigow SS Melbourne	NSW WA NT WA NSW VIC	Trng/Day (Dual) CHTR/Day PVT/Day PVT/Day PVT/Day Trng/Day	safely (GAA) but the other lost a substantial part of a wing and dived to the ground. Following an interruption to the first supply, for reasons which were not established, the engine but power when the aircraft was engaged in instrument regular training over could convert terrain. A successful forced landing was impossible and the aircraft struck trees while in a shallow controlled descere and left to the ground. The none gear strucks a strumy which the plot failed to see while concentrating on taying past a large stone. When hand starting the aircraft with the hand brake on but without wheel chocks, the plot issued ambiguous instructions to the passenger who, unknown to the plot, advance the throttle when the eigenic allows of tax on the first attempt. If we engine started on the next attempt and under significant power the aircraft mixed with licked brakes over the wet tilippery undries through a force and into trees. Naving decided not use flag because of the consender confiders, the plot contents to shore whe handing gives and the landing was made with it fully like the structure of the content of the landing was made with it fully like structure to the structure of the direct section of the vet timedge a paster for instructure of instructured. (ASIA totalizates prevailing, properties.) The air content content of the properties of the section structured and a structured. (ASIA totalizates and 3 Streeter religion.)	Subst. Subst. Subst. Subst. Subst. Subst. Subst.	
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RFG CYE KZK	Piper Cessna Cessna Beech Cessna Taylorcraft Cessna	Gilder KA6 [55 ka6]Gilder PA34/2508 [PA-24-2508] 1828 1828 1829 182 Model Flauter iii] 180 PA25 [PA45-2528] Pawnee [05.01.68. 05.01.68. 07.01.68. 08.01.68. 12.01.68. 13.01.68. 15.01.68.	near Oberon near Mount Bruce Coomale Creek Derby (serodrome) near Walgett teek Hot Streek Rolp Albury	SW Lithgow SE Melbourne [near Sale]	NSW WA NT WA NSW VIC NSW PNG	Trng/Day (Dual) CHTR/Day PVT/Day PVT/Day PVT/Day Trng/Day PVT/Day PVT/Day Ag/Day	safely (GiAl) but the other lost a substantial part of a wing and dived to the ground. Following an interruption to the fuel supply, for reasons which were not established, the engine lost power when the aircraft was engaged in instrument flight training over cloud covered termin. A successful forced landing was impossible and the aircraft must be resident in a substantial part of a land of the control of t	Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	
RFG CYE KZK DQN BVR?	Piper Cessna Cessna Cessna Beech Cessna Taylorcraft Cessna Cessna	Gilder KAG/Gilder FAGA/Gilder PAGA/Gilder PAGA/Gilder PAGA/Gilder PAGA/GII FAGA/GII	05.01.68. 05.01.68. 07.01.68. 08.01.68. 12.01.68. 14.01.68. 15.01.68. 16.01.68.	near Oberon near Mount Bruce Coomale Creek Derby [serodrome] near Walgett seer Ico Wee Bup Albury Bundi	SE Melbourne	NSW WA NT WA NSW VIC NSW PNG	Trng/Day (Dusl) CHTR/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day	safely (GAA) but the other lost a substantial part of a wing and dived to the ground. Following an interruption to the fuel supply, for reasons which were not established, the engine lost power when the aircraft was engaged in instrument flight training over cloud covered terms. A successful forced landing was impossible and the aircraft struck trees while in a shallow controlled descrean and large training over cloud covered terms. A successful forced landing was impossible and the aircraft struck trees while in a shallow controlled descrean and large training over cloud covered terms. A successful forced landing was impossible and the aircraft struck trees while in a shallow controlled descrean and large training over cloud covered to the structure of the successful and trees. Others hand starting the aircraft with the hand brake on hot writtend wheel clouds, the plate issued analogous instructions to the passenger who, unknown to the pipict, advanced the therethe wheel the engine failed to start to the first attempt. He engine started on the next attempt and, under significant power the aircraft moved with locked brakes over the vest time of the pipict advanced the theorities wheel the engine started on the next attempt and, under significant power that aircraft moved the world in the start of the starters and the landing was made with it fully retracted. Note that the plate starter is set to start of the west landing area but this proved to be of inadequate length under the aircraft starters and starters and the starters and the starters and sta	Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	
RFG CYE KZK DQN BVR?	Piper Cessna Cessna Cessna Beech Cessna Taylorcraft Cessna Cessna	Gilder (KAG)Gilder PA24/2608 [PA-24-2608] PA24/2608 [PA-24-2608] 1828 1828 1829 1829 1829 1820 1820 1820 1820 1820 1820 1820 1820	05.01.68. 05.01.68. 07.01.68. 08.01.68. 12.01.68. 13.01.68. 15.01.68.	near Oberon near Mount Bruce Coomale Creek Derby [serodrome] near Walgett seer Ico Wee Bup Albury Bundi	SE Melbourne	NSW WA NT WA NSW VIC NSW PNG	Trng/Day (Dual) CHTR/Day PVT/Day PVT/Day PVT/Day Trng/Day PVT/Day PVT/Day Ag/Day	safely (GAA) but the other lost a substantial part of a wing and dived to the ground. Following an interruption to the field supply, for reasons which were not established, the engine but power when the aircraft was engaged in instrument field to the ground. Following an interruption to the field supply, for reasons which were not established, the engine but power when the aircraft was engaged in instrument field to the ground. The nose gest strucks a stump which the polit failed to see while concentrating on taying past a large stone. When hand starting the aircraft with the hand brake on but without wheel chocks, the plot issued ambiguous instructions to the passenger who, unknown to the polit, advanced the throttle when the engine failed to start on the first attempt. He need the structure of the starting many that is the polity advanced to the plot, advanced the throttle when the engine failed to start on the first attempt. He need the structure of the	Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	
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FCH RFG CYE KZK DQN BVR? MCB CS_? FJ_?	Piper Cessna Cessna Beech Cessna Taylorcreft Cessna Cessna Piper Bell Cessna	Gilder KAGGGilder [15-KAGGGilder PA24/2608 [PA-2-2008] 18-28 18-28 18-28 18-28 18-28 18-29 18-20	05.01.68. 05.01.68. 07.01.68. 08.01.68. 12.01.68. 14.01.68. 16.01.68. 18.01.68.	near Oberon near Mount Bruce Coomalie Creek Derby [aerodrome] near Walgett near No Wee Rup Albury Bundi Nambrook Baimaru Camden [aerodrome]	SS Melbourne [rear Sale]	NSW WA NT WA NSW VIC NSW PNG VIC PNG NSW	Trng/Day (Dual) CHTR/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day Ag/Day CHTR/Day Trng/Day CHTR/Day	safely (GAA) but the other lost a substantial part of a wing and dived to the ground. Following an interruption to the feel supply, for reasons which were not established, the engine lost power when the aircraft was engaged in instrument feel to the ground. Following an interruption to the feel supply, for reasons which were not established, the engine lost power when the aircraft was engaged in instrument feel to the ground. For example, the control of the contro	Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	
FCH RFG CYE KZK DQN BVR? MCB CS_? FJ.? KUF? FDY?	Piper Cestna Cestna Gestna Reech Cestna Trajnorza Cestna Piper Bell Cestna Piper [Schweider]	Gilder KAG/Gilder [15-KAG/Gilder [PA-24/2608] [PA-2-2608] [PA-2-2608] 1828 1828 35/C33 [35-C31 *Oebonsid*] 182 180 180 PA-25 [PA-25-232 *Passed*] [PA-25-232 *Passed*] PA-25 [PA-25-232 *Passed*] PA-25 [PA-25-232 *Passed*] [PA-25-260 [PA-3-260 [PA-3-260 [PA-3-260 [PA-3-260 [PA-3-260 [PA-3-3-360 [PA-3-360 05.01.68. 05.01.68. 07.01.68. 08.01.68. 12.01.68. 13.01.68. 14.01.68. 16.01.68. 18.01.68. 19.01.68.	near Oberon near Mount Bruce Coomaile Creek Derby [aerodrome] near Walgett tees I too Dree Tulp Albury Bundl Nambrook Baimaru Canden [aerodrome] Mudalee Corrowa [aerodrome]	SS Melbourne [rear Sale]	NSW WA NT WA NSW VIC NSW PNG VIC PNG NSW SA NSW	Treg/Day (Dust) (Dust) (Drift/Day (PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day Gliding Gliding	safely (GAA) but the other lost as substantial part of a wing and dived to the ground. Following an interruption to the flast supply, for reasons which were not established, the engine but power when the aircraft was engaged in instrument flast from the control covered termin. A successful forced flaving was instrument and the control covered termin. A successful forced flaving was instrument for the ground. The noise gest strikes a stump which the plut failed to see which concentrating on taxing part at large store. When hand starting the aircraft with the hand brake on but without wheel chocks, the plot issued ambiguous instructions to the passenger who, unknown to the plot, advanced the throttle when the eight flast do see which the plot and t	Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.		
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PUQ	Grumman	G164	03.02.68.	near Wee Waa		NSW	Ag/Day	During a spraying run the pilot entered a climb to clear a power line but misjudged the clearance and the port wing struck the wires. The pilot lost control and the aircraft fell heavily to the ground.	Subst.	
BHU?	Piper	[G-164A Super Ag-Cat] PA28/180	03.02.68.	Broken Hill [aerodrome]		NSW	Trng/Day	and the aircraft fell heavily to the ground. The inexperienced pilot failed to apply power to control the sink following a bounced landing. The aircraft touched down heavily on the nose gear and then	Subst.	
Direct.		[PA-28-180]		a. a (acrourome)			(Solo)	The incaperience puts raises to appropried to control the sink nonwing a bounced shoung. The arts art touched down nearly on the riose gear and then swung of the strip.		
		"Cherokee C"								
DWM/2	Cessna	U206A	03.02.68.	Korigu		PNG	PVT/Day	The pilot did not maintain an adequate margin of speed during an approach made in strong gusty crosswind conditions. The aircraft dropped suddenly and	Dest.	
DV 2	Dinar	PA28/140	04.02.68	Moorabbin aerodrome		vic	PVT/Day	struck a vertical embankment just short of the threshold. When he applied power and became airborne following a touch and go landing, the pilot lost directional control and abandoned the take-off. He relanded	Subst	
11.4	ripci	[PA-28-140]	04.02.00.	mooraboni acroaronic		vic.	111,504	with drift and the aircraft nosed down on to the propeller and a wing tip.	Jubat.	
TRA?	Mooney	M20E	05.02.68.	near Mount Hill *		NSW	PVT/Day	After the pilot misjudged the approach the aircraft overran the landing area and continued on through two fences.	Subst.	* Location not found in NSW. Exists in WA and SA.
ERB	Mooney	M20[E]	06.02.68.	near Nymagee	W Dubbo	NSW	PVT/Day	The pilot did not not identify the intended landing area and touched down on an adjacent paddock but this proved to be of inadequate length. He abandoned	Dest.	
	Cessna	150G	10.02.68.	Armidale [aerodrome]		NSW	"PVT"/Night	an attempted go round upon realising that the aircraft would not clear some trees. The aircraft struck the trees during the ensuing ground run. Two persons without fiving experience who had been drinking during the day and evening forced entry into the aircraft and attempted to take off at night		
RIC	Cessna	150G	10.02.68.	Armidale [aerodrome]		NSW	"PVT"/Night	Iwo persons without liying experience who had been drinking during the day and evening forced entry into the aircraft and attempted to take off at night from an unlit runway. Although less than full throttle was used the aircraft became airborne but, when a time was commenced, it stalled and struck the	Dest. *	* Later rebuilt.
								noni ai unit furway. Autough less than fur directe was used the archart decane ai borne but, when a turn was commenced, it stalled and strock the ground.		
KVD	Cessna	A188	11.02.68.	near Singleton		NSW	Ag/Day	A loose self-locking nut became detached and allowed the throttle linkage to separate after which the engine lost all power. The aircraft was damaged in the	Subst.	
								forced landing which followed. The loose nut was not detected during a routine inspection shortly before hand.		
CXC/2	Cessna	172[A]	12.02.68.	near Walgett	[Brantwood *]	NSW	PVT/Day	The aircraft failed to accelerate as expected during an attempted take-off from an area affected by recent rains. The pilot discontinued the take-off but	Subst.	* Flight International Archives.
								failed to maintain directional control and the aircraft ran into a soft patch then overturned.		Search for 'Brantwood' gives 'Come By Chance'.
BBV	Cessna	411 172	16.02.68.	Mt. Tom Price near Bargo	SW Camden	NSW	PVT/Day	Hight International Archives report: "Damaged". The pilot continued the flight until failing light necessitated a precautionary landing in a paddock under adverse conditions. During the landing roll the right	N/K Subst	
	CCAMIN		10.02.00.	near bargo	3W Callider	11311	111,504	main landing gear struck a rock concealed by grass.	Jubat.	
TRC	[Transavia]	PL-12	17.02.68.	near Warragul	SE Melbourne	VIC	Ag/Day	On a flight to evaluate the aircraft on spreading operations , the pilot selected a flight path towards a gap in high ground but it was beyond the climbing	Dest.	
		Airtruk						capability of the aircraft under the prevailing circumstances. When he realised this the pilot attempted to turn away but the aircraft stalled and fell to the		
	Make a Mark	ES-49	18.02.68.			NCW	OF F	ground. A cable break occurred when the glider was on initial climb with airspeed just above the minimum safe speed. The instructor did not immediately recognise	6.1.4	
G?	(Schneider)	Glider	18.02.68.	Corowa [aerodrome]		NSW	Gliding	A capie break occurred when the glider was on initial climb with airspeed just above the minimum sare speed. The instructor did not immediately recognise the situation and the glider sank to the ground before recovery action was effective.	Subst.	
		["Kangaroo"]						the Monthly and the grade state to the graded before recovery action was electric.		
WKB	Victa	115	19.02.68.	near Belmont	Maitland	NSW	PVT/Day	In error, the pilot landed on a marked unserviceable area of strip and the nose gear was dislodged when the aircraft ran over a mound of gravel.	Subst.	
		["Airtourer"]	oxdot	[Aeropelican]			l		<u> </u>	
PPF	Piper	PA32/300 [PA-32-300	20.02.68.	near Clermont		QLD	CHTR/Day	The pilot abandoned the take-off run and turned to pass behind a horse which had run onto the strip. The aircraft ran over adjoining rough ground and the	Subst.	
		[PA-32-300 "Cherokee Six"]	1 1				l	landing gear collapsed.	I	
MGE	Cessna	210D	20.02.68.	Wagga [aerodrome]		NSW	PVT/Day	The pilot was unable to obtain a safe indcation for the landing gear so he landed with it selected up but the left gear remained extended. The spindle of the	Subst.	
		["Centurion"]					1,,	left gear actuator had sheared possible as a result of heavy landings throughout the aircraft's period in service.	1	
	Cessna	180	21.02.68.	near Namban		WA	PVT/Day	After touchdown the pilot was inattentive to maintaining directional control. When the aircraft developed a swing towards the end of the landing roll he was	Subst.	
\vdash			22.07.77	6-W-11-1		No.		too slow in taking corrective action and a ground looped developed.		1
	[DeHavilland]	DH-82	22.02.68.	Coffs Harbour [aerodrome]		NSW	Trng/Day (Solo)	The student was unaccustomed to the visual attitude reference without the instructors head in the front cockpit and, during the take-off roll, he allowed the aircraft to adopt an excessively nose down attitude and it overturned.	Subst.	
AVT	AeroComm.	5008	24.02.68.	near [off] Port Lincoln		SA	AWK/Day	aircrart to adopt an excessively nose down attructs and it overturned. When descending for a low pass over smooth glassy water in the course of instrument calibration, the pilot misjudged his height and the aircraft struck the	Dest	
24.1	. NET GEOTHER.	3000	02.00.	near [on] rore Emcoli			A	water.		
BWK	Cessna	172F	25.02.68.	Kangaroo Island		SA	PVT/Day	Following a badly misjudged approach downwind, the pilot failed to commence a go round until after the aircraft had touched down two thirds of the	Dest.	
		["Skyhawk"]	oxdot				l	distance along the strip. While endeavouring to clear trees at the end of the strip the aircraft stalled and fell to the ground.	<u> </u>	
CSK	Bell	47G3B1 [47G-3B1]	25.02.68.	near Bundi		PNG	PVT/Day	When unable to refuel as intended, the pilot departed with just sufficient fuel for the 48 mile flight but with virtually none in reserve. Weather conditions	Dest.	
SPB	Piper	[47G-3B1] PA28/180	25.02.68.	Naoro *		PNG	CHTR/Day	extended the helicopter's flight time and fuel exhaustion necessitated a forced landing in heavily timbered terrain. The pilot attempted to take off on a strip of insufficient length under the prevailing conditions. The aircraft failed to become airborne so he abandoned the	Subst.	* Aust. Air Log quotes: "near Kokoda".
SPB	Piper	PA28/180 [PΔ-28-180]	25.02.68.	Naoro -		PNG	СНТК/Бау	The pinot attempted to take ort on a strip or insufficient length under the prevailing conditions. The aircraft railed to become aircraft railed to become aircraft on the absolute that the aircraft rail of the end of the strip and into a creek.	Subst.	Rego confirmed G Goodall
GPA	Beech	Super C35	26.02.68.	near Goodooga		NSW	PVT/Day	After a normal touchdown the nose wheel assembly collapsed although all cockpit warning systems had indicated the landing gear to be safe. The universal	Subst.	
		["Bonanza"]		,				ball race attached to the front end of the rear actuating rod for the nose wheel assembly had failed from fatigue at the end of the periphery.		
FIH?	Cessna	205	28.02.68.	Wulgulmerang	N Orbost	VIC	CHTR/Day	When attempting to land on a agricultural strip which was unsuitable in all respects, the pilot misjudged the approach and touched down heavily short of the threshold, damaging the nosewheel assembly. He then executed a go-round and the nose wheel collapsed on relanding. [at Moorabbin?]	Subst.	
CVV		226	20.02.00			DATE	CHTR/Day	threshold, damaging the nosewheel assembly. He then executed a go-round and the nose wheel collapsed on relanding. [at Moorabbin?]	6.54	
GKX	Cessna	336 ["Skymaster"]	28.02.68.	Mt.Hagen		PNG	СНТК/Бау	During the take off run the rear propeller hub failed following development of fatigue cracks, thereby allowing one blade and an attached section of hub to become detached. Almost simultaneously the crankshaft failed and the remainder of the propeller became detached and partially severed one of the tail	Subst.	
		(skymuster)						booms.		
PU	Piper	PA25/235	01.03.68.	near Yeoval	SW Wellington	NSW	Ag/Day	Although the aircraft carried adequate fuel for diversion, the pilot attempted to land on an agricultural strip covered by a ground mist 10-15 feet deep. The	Subst.	Rego confirmed G.Goodall.
		[PA-25-235]						port landing gear struck the ground 100 feet short of the threshold and then collapsed.		
RJT	Piper	PA28/140 [PA-28-140]	03.03.68.	Toowoomba [aerodrome]		QLD	Trng/Day (Solo)	The pilot was flying the aircraft from the right hand seat for the first time. During the landing approach he was unable to establish a stable flight path,	Subst.	Rego confirmed G.Goodall.
DV 2	Piner	PA-28-140] PA28/140	05.03.68	Moorabbin [aerodrome]		VIC		nevertheless, he continued the approach but failed to flare the aircraft which landed heavily. At the end of a period of circuit training the student allowed the aircraft to touch down on the main wheels with the nosewheel slightly misaligned. When it	Subst	
11.4	ripci	[PA-28-140]	03.03.00.	wood abbiii (acrosi one)		vic.	Trng/Day (Solo)	was lowered to the ground he failed to correct the swing which developed and the aircraft nosed down onto the propeller and one wingtip.	Jubat.	
UTD/2	Bell	47G2	05.03.68.	Ayers Rock		NT	AWK/Day	After an auto-rotative approach made for photographic purposes, the pilot misjudged his height and applied power to go round too late to arrest the descent	Subst.	
		[47G-2]						before the helicopter struck the ground.		
DTJ?	Cessna	310L	06.03.68.	Perth [airport]		WA	CHTR/Night	Following a normal approach for a night landing the aircraft touched down firmly and, after a short ground roll, the starboard landing gear retracted. The main landing gear was found to be incorrectly rigged, a situation which probably existed since manufacture of the aircraft.	Subst.	Pilot: Fred ASHELFORD.
-	Cessna	185	07.03.68.	Kabwum		PNG	PVT/Day	janding gear was found to be incorrectly rigged, a situation which probably excited since an example of the aircraft, and the aircraft and the aircraft and a bystander with a parcel of freight laked in front of the aircraft, lost his balance and	Nil	
		["Skywagon"]					,,	was struck by the propeller.		
KRI?	Cessna	182K	07.03.68.	near Flinders	SSE Melbourne	VIC	PVT/Day	After touchdown on a landing area on the pilot's property, the aircraft traversed two depressions which caused it to pitch and bounce such that the propeller	Subst.	
		["Skylane"]						contacted the ground and the firewall bulkhead was damaged.		
RGW/2	Cessna	150F	08.03.68.	near Griffiths (sic)	[also Wilbriggie]	NSW	PVT/Day	The aircraft struck a high tensile steel power line and dived to the ground when making a low pass towards a house located on a property en route to the data instruction.	Dest.	Pilot: Instructor William PARKES. Was en route to Jerilderee to give has last lesson before moving to Queensland to a new flying job. [Canberra Times report.]
G ?		ASK-13	09.03.68.	near Tumbarumba	E Holbrook	NSW	Gliding	presumation. The glider struck a lone sheep which ran on to the landing area unnoticed by the pilot. A rise in the landing area precluded the pilot from seeing the sheep.	Subst.	before moving to queerstand to a new nying job. [Camberra fillies report.]
_		Glider					_			<u> </u>
IDR	[DeHavilland]	DHC-2	09.03.68.	near [off] Coffs Harbour		NSW	Ag/Day	During a low level inspection flight adjacent to a beach, the pilot misjudged his height and the right landing gear was dislodged when it struck the water.	Subst.	* Date also reported as the 8th.
		["Beaver"]							_	
GJA	Cessna	182J ["Skylane"]	09.03.68.	Wee Waa		NSW	PVT/Day	Although water was detected in the fuel tank drain during the pre-flight inspection, the pilot failed to make an adequate water check of the whole system	Subst.	
		(akylane)	1 1				I	before commencing the flight. The engine failed because of water ingestion shortly after becoming airborne and the aircraft overturned during the subsequent forced landing.	1	
UQX	Victa	115	09.03.68.	Musgrave Park	S Yulara	SA	PVT/Day	As daylight was fading the pilot made a precautionary landing on to an unprepared area. The next day he selected a take-off area which was half that required	Subst.	
		["Airtourer"]						by the performance chart and, just before becoming airborne, the aircraft struck a log and the take-off was abandoned.		
	Piper	PA18/150 [PA-18-150]	10.03.68.	Camden [aerodrome]		NSW	Trng/Day (Dual)	During the landing roll following a touchdown on the main wheels, the instructor did not take timely action to prevent the student using excessive brake to	Subst.	
KOZ	Cessna	[PA-18-150] 210G	10.03.68.	Lake Torrens	nr Roxby Downs	SA.	(Dual) PVT/Day	correct a slight swing and the aircraft ground looped in the opposite direction. When the engine began to run roughly and backfire the oilot made a forced landing on a dry salt lake. The propeller was damaged when the landing gear	Subst	Canberra Times of 11 Mar 1968 reports that all five on board were RAAF personnel.
NO2	CCASIII	["Centurion"]	10.03.00.	Lanc (Offers	III HONOY DUWIIS	JA	/ Day	when the engine began to run roughly and accurate the pliot make a forced landing on a dry stake. The propeler was damaged when the landing gear broke through the surface. The cause of the engine malfunction was not determined but may have resulted from an incorrectly fitted fuel vent valve in the	June At.	The aircraft was on a flight from Andamooka to Adelaide.
L						L	L	port tank.	L	An Ansett-ANA F-27 relayed the distress call from the aircraft to Leigh Creek FSU.
AGG	Cessna	185A	11.03.68.	near Moora	E Dandaragin	WA	Ag/Day	The pilot had not detected a wind change which should have caused him to reduce the load. During take-off, acceleration was less than expected and,	Subst.	
L	Piner	["Skywagon"] PA20	13.03.68	Hoxton Park [aerodrome]		NSW	PVT/Day	despite dumping the load, the aircraft struck two fences before becoming airborne. The pilot did not take action to maintain control of the aircraft when landing in a crosswind and it was tipped onto a wingtip when struck by a moderate gust.	6.1	
TPH?	Piper	PA20 [PA-20]	13.03.68.	moxton Park [aerodrome]		NSW	PVT/Day	The pilot did not take action to maintain control of the aircraft when landing in a crosswind and it was tipped onto a wingtip when struck by a moderate gust.	subst.	
	Piper	PA25/235	14.03.68.	near Merriwa	WNW Muswellbrook	NSW	Ag/Day	After another aircraft had made a run to clear sheep from the strip and thereafter landed safely, the pilot also landed but in the fading light failed to observe	Subst.	Rego confirmed G.Goodall.
		[PA-25-235]					6/504	that the sheep had moved back onto the landing area. The landing gear was dislodged when the aircraft collided with four sheep.		The aircraft was on a flight from Andamooka to Adelaide.
BAK/4	Yeoman	YA-1	15.03.68.	near Grafton		NSW	Ag/Day	When the engine power was increased for take-off one blade of the propeller became detached as a result of the progression of a fatigue fracture in the	Dest.	
		[YA1/250R]	1 1				I	blade root. The resultant imbalance tore the engine from its mounts and the aircraft was destroyed by fire.	1	
RXC	Cessna	["Cropmaster"] 188	15.03.68.	near Tumut		NSW	Au /n · · ·	Designs the table off our on an apprinting of the the darkered the darkered landing arms or in a contract of the contract of t	Subst	
RXC	Cessna	188 ["AgWagon"]	15.03.68.	near fumut		NSW	Ag/Day	During the take-off run on an agricultural strip the starboard the starboard landing gear spring strut failed near the attachment fitting. The failure resulted from fatigue which originated at a deep tool mark in the surface of the strut.	subst.	
ECY	Piper	PA23/235 *	15.03.68.	near Wanaaring	WNW Bourke	NSW	PVT/Day	Before making an unscheduled landing at a strain property, the pilot's aerial inspection was inadequate and he did not observe a small washaway oriented	Subst.	* Possible typo for PA-28-235. Although the PA-23-235 WAS built by Piper it is
		[PA-28-235?]		[Nardoo?]			1,,	along the landing direction. He saw it during the landing but too late to take avoiding action.	1	believed that none have ever been registered in Australia.
		1	oxdot				l		<u> </u>	Rego confirmed G.Goodall but type is a PA-23-150 Apache D. Needs sorting out !!
AAO	[DeHavilland]	DHC-2	18.03.68.	near Walcha	E Tamworth	NSW	Ag/Day	When taking off into the setting run [sun?] with light rain falling the pilot misaligned the aircraft and it diverged off the strip. After a collision with a fence	Subst.	Rego confirmed G.Goodall.
		["Beaver"]	1 1				I	and two trees, during which both wings were dislodged, it veered back on to the strip and came to rest facing the point from which the take-off had been rommenced.	1	
UAR	Piper	PA24/250	19 03 68	Mt.Beauty		VIC	PVT/Day	commenced. The pilot attempted to land in an area of inadequate length and, towards the end of the landing roll, he swerved the aircraft towards rising ground to avoid	Subst	
- CAN	- spc-	[PA-24-250]	23.03.00.	W. Deadity		***	111,000	the boundary fence. The landing gear entered a rut and collapsed.		
PYU?	Piper	PA24/400	20.03.68.	near Coonabarabran		NSW	PVT/Day	During the landing roll at a property airstrip which was sub-standard in respect of width, the left landing gear oleo strut member split longitudinally from	Subst.	
		[PA-24-400]	1 1				I	overload when the aircraft passed through a small mound of lucerne scrapings. The retract mechanism attachment fitting then came adrift allowing the left	1	
RZX?	Cessna	172H	21.03.68.	near Waniedar Station (sic)	Yalgoo	WA	AWK/Day	landing gear to retract. After a diving turn to the left in the course of mustering sheep, the pilot misjudged the pull-up and the outer section of the port wing was damaged when it	Subst.	
NEAT	Cessila	["Skyhawk"]	21.03.06.	[Warriedar Station]	raigou	WM	(Mustering)	passed through the upper branches of a tree.	Juust.	
UTW	Bell	204	22.03.68.	Barracouta Platform	off Longford	VIC	CHTR/Day	As the helicopter hovered about four feet above the centre of the helipad before landing, a structural failure of the tail fin deprived the pilot of directional	Subst.	
1 1		[2048]		Bass Strait	-		l ' '	control. The helicopter dropped to the helipad and slewed around through 160° in the course of which bystanders were struck by the rotors and debris	l	l l

1 1	i	1	1	Ì	Ì			separated from the main rotor when it struck the helipad. [3 fatal / 4 serious] The tail fin failure resulted from an out of balance condition in the tail rotor	ı	I .
KVA	Cessna	188	23.03.68.	near Bridgetown		WA	Ag/Day	caused by the omission of a thrust washer during assembly after overhaul. After a normal powered approach to an agricultural strip the pilot failed to use alternative methods available to him when he found the engine speed could	Subst.	* Also reported as 23.09.68.
	CCAM	100	*	near bridgetown		***	Agrouy	not be reduced by throttle movement. He forced the aircraft on the ground and applied heavy braking but, after skidding 300 feet, the aircraft overturned.	Julys.	Pado reported to 20.00.00.
GNV	[PZL]	Foka Glider	24.03.68.	near Jamestown		SA	Gliding	The throttle belicrank had failed due to fatigue at a weld point. Forty minutes after launching the glider was seen in a right spin descending through 1800 feet. The rotation stopped momentarily at 500 feet but the glider	Dest.	
RPP	Cessna	[PZL-SZD-24C] 182J	25.03.68.	Shepparton [aerodrome]		VIC	PVT/Day	re-entered a right spin which continued until it struck the ground. No pre-existing defects in the aircraft's control system or structure could be found. During a period of local flying which included circuits and landings, the pilot levelled off too high during one approach and the aircraft landed heavily.	Subst.	
		["Skylane"]								
BLR	[DeHavilland]	DH-82A ["Tiger Moth"]	26.03.68.	near Kerang		VIC	PVT/Day	When making a low pass over his fathers property, the pilot forgot the presence of a single strand power line until too late to avoid striking it with the aircraft slanding gear. The cable decelerated the aircraft which then dived to the ground.	Subst.	
	Piper	PA25/235 [PA-25-235]	26.03.68.	near Biloela		QLD	Ag/Day	While flying below a power line during the course of spraying operations, the pilot misjudged the clearance and the aircraft's landing gear entered the crop. The aircraft decelerated and struck the around.	Subst.	
CPL?	Beech	35/B33 [35-B33]	27.03.68.	near Wilcannia		NSW	PVT/Day	The pilot failed to carry out an adequate cockpit check and a landing was made with the wheels retracted.	Subst.	
RMC	Lockheed	L-188A	27.03.68.	Rockhampton aerodrome		QLD	RPT/Day	The left hand main landing gear became bogged after departing the sealed taxiway surface while maneouvring for take-off.	Subst.	
GKM	Cessna	U206A ["Skywagon"]	28.03.68.	Poroma		PNG	CHTR/Day	The pilot attempted to land at a strip which was of inadequate length and, to avoid over-running it, he commenced a ground loop but the aircraft skidded sideways and overturned.	Subst.	
DTJ?	Cessna	310L	29.03.68.	Port Hedland [aerodrome]		WA	CHTR/Day	Upon selecting landing gear down there was an unsafe indication for the port gear. Despite all conventional methods of gear extension, a safe indication could not be obtained so the pilot landed with the selector in the retracted position. The port landing gear actuating mechanism was found to be incorrectly	Subst.	
								rigged.		
BDE?	Auster Cessna	J.5 * 172E	29.03.68. 31.03.68.	Waterford neat Kondut	N Wongan Hills	QLD WA	PVT/Day PVT/Day	While making a low pass over a field the aircraft struck a dead tree with the port wing and crashed to the ground inverted. When approaching to land in a farm paddock the pilot misjudged the approach and struck a 30 feet high power line 800 feet short of the selected touchdown	Dest. Subst.	* Type also recorded as an "Auster J.4 Archer". Pilot: Cpl.Thomas WEBBER.
DJX? GLR	[Schneider]	["Skyhawk"] ES-52	31.03.68.	Beaudesert [airstrip]		OLD	Gliding	point. The aircraft decelerated rapidly and landed heavily. The instructor misjudged his height on the approach and extended the spoilers top early. When the speed decreased on final he dived the glider to regain	Subst.	Rega confirmed G Goodall
GER	(Scincider)	Glider	31.03.00.	beauticsert (unstrip)		quo	Gilding	approach speed but was unable to arrest the descent in time to prevent a heavy landing.	Julys.	nego cominina di docume.
MOG	Victa	100	01.04.68.	near Traralgon		VIC	Trng/Day	On the base leg during a simulated forced landing, the student pillot did not recognise a shudder in the aircraft as the onset of a stall. He opened the throttle	Subst.	
		["Airtourer"]					(Solo)	but, when the shudder continued on the final leg, he assumed that the engine had not responded normally and decided to actually land. The aircraft sank rapidly and made a heavy landing.		
CED	Beech	B23 [Beech 23]	02.04.68.	Williambury Station	nr Carnarvon	WA	PVT/Day	During the take-off roll, the aircraft's nose leg shock absorber failed in overload when it was subjected to excessive compression and extension as the nose- wheel entered patches of flannel weed in which there were mounds of sand.	Subst.	
		["Musketeer"]								
CTQ	Beech	A23A ["Musketeer"]	02.04.68.	Jandakot [aerodrome]		WA	Trng/Day (Solo)	After a touch and go landing with full flap still extended, the student applied power for take-off but failed to maintain back pressure on the control column. He lost directional control and the aircraft swung off the runway and into a ditch.	Subst.	Rego confirmed G.Goodall.
RV_?	Piper	PA28/140 ["PA-28-140"]	05.04.68.	Moorabbin [aerodrome]		VIC	Trng/Day (Solo)	When landing in light crosswind conditions, the student allowed the nosewheel to touch the ground while still deflected and he was unable to control the swing which developed. The aircraft ran off the side of the strip and nosed down onto the propeller and a wingtip.	Subst.	
PL_?	Cessna	172G	05.04.68.	Moorabbin [aerodrome]		VIC	Trng/Day	After touchdown in light crosswind conditions a swing developed before the flaps had been raised or power applied for another take-off. The pilot was slow	Subst.	
TNG? APA?	[DeHavilland]	["Skyhawk"] DH-82	06.04.68.	Warrnambool [aerodrome]		VIC	(Solo) Trng/Day	to initiate corrective action and the swing developed into a ground loop. When demonstrating crosswind take-off techniques, the instructor allowed the aircraft to assume an excessively nose down attitude and the propeller	Subst.	
BW ?	Victa	["Tiger Moth"] 100	06.04.68.	near Parafield [aerodrome]		SΔ	(Dual) PVT/Day	struck the ground. The aircraft skidded on the nose for 70 feet then overturned. In the climb after take-off the aircraft sustained a loss of engine power, probably as a result of incorrect fuel selection. During the ensuing forced landing the	Subst.	
- M	Piper	["Airtourer"] PA28/140	07.04.68.	Moorabbin [serodrome]		VIC	Trng/Day	in the claim after takefort the activat sossained a toss of eighte power, producing an estation into rect the selection, buring the ensuing forces familing the nonewhell strick a large stone and collapsed. After landing in a slight crosswind and following a short landing roll, the student applied power for another take off but almost immediately the aircraft	Subst.	
RV_?		[PA-28-140]		Moorabbin (serodrome)			(Solo)	commenced to swing into wind. He failed to correct the swing and it continued until the nose gear collapsed.	Subst.	
RZR? KUA?	Cessna	150G	07.04.68.	Archerfield [aerodrome]		QLD	Trng/Day (Solo)	The pilot, who had no recent flying experience, did not take effective recovery action following a bounced landing and the aircraft relanded heavily.	Subst.	
DAX	Percival	EP9	07.04.68.	near Wittenoom Gorge	[Hammersley Station] *	WA	PVT/Day	The pilot was unfamiliar with the aircraft. He did not maintain flying speed on final approach and the aircraft stalled then touched down heavily, collapsing the landing gear before overturning.	Dest.	* Location also quoted as "Juna Downs Station, Mount Bruce" Pilot-William Keith WILKIN and female pay riding in honner were injured
	Mooney	M20E	08.04.68.	Tamworth [aerodrome]		NSW	Trng/Day	The student allowed the aircraft touch down with the nose still yawed into a light crosswind and then pushed the control column forward. The instructor was	Subst.	Prioc: William Keith Wilkin and remaie pax riging in nopper were injured.
KVJ?	Cessna	A188/300 [?]	09.04.68.	near Molong	NW Orange	NSW	(Dual) Ag/Day	slow to intervene and the propeller struck the ground. Shortly after take off the engine lost all power when failure of the retaining cotter pin allowed the bell crank in the throttle to mixture linkage to become	Subst.	
PKX	Cessna	182[H]	09.04.68.	near Katoomba	[nr. Jenolan Caves]	NSW	PVT/Day	detached from the pivot. In the ensuing forced landing the pilot was unable to avoid collision with a sheep. The pilot departed on a flight over a mountainous route although aware that the weather conditions were marginal for visual flight. When the aircraft failed	Dest.	Pilot: Murray WADDELL was on a flight from Bankstown to Canowindra via Oberon.
		["Skylane"]						to arrive a search was commenced and the wreckage was located 75 feet below the crest of a heavily timbered ridge 6 miles south of the intended track.		PRIOC. MULTAY WADDELL WAS ON A HIGHER THOM BAINSTOWN TO CARDWING A VIA ODEROIT.
CVB	Beech	23 ["Musketeer"]	22.04.68.	near Penshurst [Blackwood Stn.]	N Warrnambool	VIC	PVT/Day	After take off the pilot climbed steeply to clear trees but lost control of the aircraft when he encountered severe turbulance at a height of 100 feet. He was unable to regain control before the aircraft struck a tree. [subsequently caught fire]	Dest.	* Typo - actual date of incident 11.04.68. Pilot: Albert TURNER. Pax.: Bernard STEVENSON. Both OK
TPH?	Piper	PA20 [PA-20]	12.04.68.	Hoxton Park [aerodrome]		NSW	PVT/Day	Following a normal touchdown in the three point attitude, the aircraft ran straight for several yards and then began a swing to port which the pilot failed to arrest despite prompt corrective action. The swing developed into a ground loop during which the landing gear collapsed. It could not be established why	Subst.	
AMK	Auster	1.1	14.04.68.	Nowra [RAN Base]		NSW	PVT/Day	the pilot was unable to correct the swing.	Subst.	
AIVIK	Auster			, , , , , , , , , , , , , , , , , , , ,		NSW		Before commencing a turn at the end of the landing roll the pilot did not ensure that the selected taxi path was clear of obstructions. The main landing gear ran into a recessed drain grating and collapsed.	Subst.	
RHS?	Piper	PA28/150 [PA-28-150]	14.04.68.	near Lithgow		NSW	PVT/Day	When making a precautionary landing in a paddock because of adverse weather the pilot misjudged the level off. The aircraft ballooned then touched down heavily.	Subst.	
GNH? GPJ?	[Schneider]	ES-59 Glider	14.04.68.	near Kingaroy		QLD	Gliding	During an outfield landing the pilot misjudged the approach and overshot the touchdown point. He then became concerned at the proximity of a ditch and, at a low height, attempted to turn to land in an adjacent area but the glider struck a contour bank.	Subst.	
CBV2	[Cohooldee]	["Arrow"]	15.04.69	near Kingaroy		QLD	Gliding	The pilot delayed the decision to make an outfield landing until committed to a stright in approach to a field. He misjudged the level off and the glider landed	Cubet	
GNA?	(Schillelder)	[ES-Ka6]	13.04.08.	near kingaroy		QLD	diluling	heavily and bounced in the course of which the pilot received spinal injuries causing severe pain. He lost control of the glider which ground looped on the	Subst.	
MWA?	Piper	PA28-140	15.04.68.	Nhill [aerodrome]		VIC	Trng/Day	next touchdown. Following a simulated engine failure on initial climb, the instructor directed the student to re-apply power and climb away but failed to ensure that the	Subst.	
WBG?		[PA-28-140]					(Dual)	carburettor heat control was selected to the cold position. The aircraft did not climb normally and struck two fences before the instructor closed the throttle and made a heavy landing in an adjacent paddock.		
GUY	Piper	PA25/235	16.04.68.	near Kununurra		WA	Ag/Nite	On a night sparaying flight the engine failed due to fuel exhaustion and, in the ensuing forced landing on a narrow road, the port wing entered canegrass and the aircraft slewed into a ditch. The pilot had not ensured that the aircraft was refuelled before take-off.	Subst.	Rego confirmed G.Goodall.
DNA	Cessna	172[F]	17.04.68.	Gifford Creek	[Yinnetharra Station]	WA	PVT/Day	When the aircraft did not return from a mustering flight a search was commenced. The wreckage was located in the mustering area and impact marks	Dest.	
PLI?	Piper	PA28/180	17.04.68.	Woodvale	[ENE Carnarvon] [nr.Bendigo]	VIC	PVT/Day-Nite	Indicated that the aircraft had struck the ground in a near vertical attitude. The cause of the accident could not be determined. The pilot depended at a time which procluded an arrival in daighlight. At the intended destination he landed the direction indicated by the lights	Subst.	Departed Moorabbin.
CTL	Victa	[PA-28-180] 100	18.04.68.	Pearcedale	ESE Frankston	VIC	PVT/Day	of a tractor but the tractor was not aligned along the strip and the aircraft collided with the wind indicator pole. During the pull up following a low pass over a field, the aircraft struck two power transmission lines and crashed inverted to the ground. The pilot had not	Dest.	
		["Airtourer"]						seen the power lines.		
FSD	Cessna	1808	21.04.68.	near Chittering	NW Northam	WA	Ag/Day	When turning onto final approach the pilot lost sight of the landing area because of sun glare, and opened the throttle to go around. The engine failed to respond and, in the ensuing forced landing with restricted visibility, the pilot did not align the aircraft accurately and it collided with trees at the side of the	Dest.	
+	Piper	PA28	27.04.68.	Canberra [aerodrome]		ACT	CHTR/Day	strip. No defect was found in the engine but it is possible that carburettor icing occurred. The pilot failed to ensure that his intended taxy path was clear of obstructions. When he taxied the aircraft straight ahead after start-up the propeller struck	Subst.	
PDG2	Piner	PA32/260	27 04 69	Palgamurtie *	NNF Rroben Will	New	CHTR/Day	a concrete tie down block. During the take-olf roll, the starboard landing gear lower torque link failed because of overload in the rebound direction and the wheel assembly became	Suber	* Location "Palgamurtie Tank and Palgamurtie Creek" exist . [near Packsaddle]
FOGT	riper	PA32/260 [PA-32-260]	27.04.08.	raiganturtie -	NINE DIOKEN HIII	naW	CHIR/Day	During the take-off roil, the starboard landing gear lower torque link failed because of overload in the rebound direction and the wheel assembly became detached from the aircraft.	auust.	"Location "Palgamurtie Tank and Palgamurtie Creek" exist. [near Packsaddle] Geographic location "Pulgamurtie" exists nearby. Possible typo.
DJU	Cessna	["Cherokee Six"] 185C	29.04.68.	Baimaru		PNG	CHTR/Day	After touchdown with adequate strip length remaining, the pilot corrected a slight swing and then applied brake when the tail wheel was still off the ground.	Subst.	1
MKA	Beech	95/CSS	02.05.68.	Avu Avu BSIP *		OTHER	CHTR/Day	The aircraft nosed over and came to rest inverted. The aircraft landed at the destination aerodrome with the landing gear retracted. The pilot, who admitted he did not use a check list on this occasion, had not	Subst.	* Assume Avu Avu airport, British Solomon Islands Province.
- INDA		[95-C55]						extended the landing gear and, because he had previously disarmed the applicable circuit, the warning horn did not sound.		Rego confirmed G.Goodall.
RYN?	Cessna	172 [D?]	03.05.68.	King Island		TAS	Trng/Day (Solo)	When taxiing out in a strong wind a gust tipped the aircraft onto its nose and wingtip. The pilot disembarked and attempted to right the aircraft but another gust tipped it onto it's back.	Subst.	
ATQ	Cessna	3108	03.05.68.	Moorabbin [aerodrome]		VIC	Trng/Day (Solo)	When the landing gear was selected up after take off the nose gear did not retract completely. Normal and emergency means of raising and lowering the nose gear were tried without success and the pilot decided to land with all wheels retracted. A leaking seal at the inflation valve connection allowed the	Subst.	Rego confirmed G.Goodall.
Dova	Cessna	182 [C?]	05.05.68.	Kalgoorlie [aerodrome]		WA	PVT/Day	nose strut to deflate and, upon retraction the nosewheel fork had fouled the wheel well doors and caused an overload failure of the retraction mechanism. The pilot was inexperienced on the aircraft type. During a landing in light wind conditions he mishandled the controls and the aircraft touched down heavily	Subst.	
DBX?				- 1				on the nosewheel.		
DVT	Cessna	P206B ["Super Skylane"]	05.05.68.	Wilpena [Pound]		SA	PVT/Day	During the landing roll at a strip of sub-standard width, the aircraft ran into a soft area within its confines and overturned. The presence of the soft area was not known to the owner of the strip and was not detected by the pilot.	Subst.	
MKM	Piper	PA30/160B [PA-30-160B]	06.05.68.	Oakey		QLD	Trng/Day (Dual)	During a simulated engine failure on take off the instructor shut down the starboard engine before safety speed was achieved but did not adequately supervise the student's response. The student aborted the take off and then when a swing developed, opened both throttles to take off again although the	Subst.	
		[FW-30-100B]					(Duai)	starboard engine was incapable of responding. This accentuated the swing and the instructor took over and closed the port throttle but he was unable to		
MPR	IMCO	A9A Callair	06.05.68.	N/K	N/K	N/K	N/K	regain directional control before the aircraft ran through a ditch. Reported as S.O.R. on this date as "Damaged". No further details known. Restored to the ACAR on 05.09.69.	Subst.	
BHE? SJI?	Bell	47G3B1 [47G-3B1]	09.05.68.	Walli Walli Creek *	[NW Newman?]	WA	AWK/Day	While hovering in the vicinity of hill tops the pilot overpitched. He was unable to regain rotor speed in the height available and made a forced landing on a flat lightly timbered area near the base of a hill. The main rotor struck a tree.	Subst.	* Walli Walli Creek does not exist, however Weeli Wolli Creek does , NW Newman.
KEV	Auster	J.5G	11.05.68.	near Mooleulooloo Homestead	SW Mingary	SA	PVT/Day	Engine power was lost over unsuitable terrain following the failure of exhaust and inlet push rods in one cylinder. The pilot made a forced landing on a water	Subst.	Rego confirmed G.Goodall.
ldot			1		i			logged sandy surface and the aircraft nosed over.		

800	Carran	205	14.05.68.	near Collinsvilla	1	QLD	AWK/Day	During the course of decaying a marcan following a payor line group, the pilot field and flux to be highly which allowed placeages from payor lines. After the	Doct	Also "Alexands excelled and subsequently destroyed by the offer stalking the angle!
BPU	Cessna	[210/5]	14.05.68.	near Collinsville		QLD	AWK/Day	During the course of dropping a message following a power line survey, the pilot did not fly at a height which allowed clearance from power lines. After the message was dropped the aircraft struck an 80 feet high power line and fell to the ground.	Dest.	Also:"Aircraft crashed and subsequently destroyed by fire after striking the aerial earth wire strung above transmission lines adjacent to the powerhouse at Collinsville
KRY	Cessna	401	15.05.68.	Nimingara	nr. Marble Bar	WA	CHTR/Day	At the end of the landing roll the pilot manoeuvred the aircraft off the centre line but still within the confines of the strip. The nosewheel collapsed when it	Subst.	and the particular and the parti
								entered a soft area which the pilot had not seen.		
RNT	Beech	35/C33 [35-C33]	16.05.68.	Narrabri [aerodrome]		NSW	PVT/Day	The aircraft landed with the starboard landing gear retracted although cockpit indicators showed it to be down and locked. The uplock roller of the starboard landing gear was found to be seized and devoid of lubrication.	Subst.	Rego confirmed G.Goodall.
DAZ	Piper	PA25/235	17.05.68.	Lake Preston		WA	Ag/Day	janoing gear was tound to be seized and devoid or uprication. Both aircraft were flying from the same one way agricultural strip. The Cessna pilot did not ensure the take-off path was clear before commencing take off	Subst.	Regos. confirmed G.Goodall.
	-	[PA-25-235]	211001001					and he was unable to avoid the landing Pawnee when it came into view over a change of gradient in the strip. The outer starboard wings of both aircraft		
KVE	Cessna	A-188						collided.		
GLA	[Schneider]	[A188] ES-52	18.05.68.	Pearce [RAAF Base]		WA	Gliding	The pilot states that as he turned on to base leg there were forces on the controls which he attributed to interference by his passenger. He believed the	Subst.	
GLA	(Schneider)	Glider	18.05.68.	Pearce (RAAF Base)		WA	Gliding	ne glider to be in an incipient spin and took recovery action but it struck the ground. Eye witnesses report that the glider struck the glider struck the ground in a descending	Subst.	
		["Kookaburra"]						turn. No evidence of control malfunction was found but it was established that the pilot had obtained only 2½ hours sleep in the 24 hours preceeding the		
007		150 [E?]	19.05.68.	6	nr. Geelong	100	T (D	accident.	6.50	S
ROZ	Cessna	150 (E7)	19.05.68.	Grovedale [aerodrome]	nr. Geelong	VIC	Trng/Day (Solo)	When stationary crosswind, the pilot advanced the throttle to taxy downwind but the aircraft was overturned by a sudden violent wind gust. The gust was a forerunner of an unforecast increase of 15 knots in the mean wind speed.	Subst.	Rego confirmed G.Goodall.
BVK	Cessna	185 [A]	21.05.68.	Sibilanger [airstrip]		PNG	AWK/Day	On the approach the pilot's view of the one way strip was severely restricted by sun glare on the wet windscreen. He misjudged the approach and the aircraft	Subst.	
SCY	[AeroComm.]	Snow Com.	24.05.68.	near Southport	[Coomera]	OLD	Ag/Day	touched down well beyond the threshold and ran through the end of the strip. During the take off run in gusty crosswind conditions, acceleration appeared to be slow and, when the aircraft became airborne at the end of the field, the	Subst.	
SCT	(AeroComm.)	[600 S-2D]	24.05.68.	near southport	(Coomera)	QLD	Ag/Day	uuring tree in in gusty crosswine continuous, excelerations appeared to one silved and interest related the district processing continuous, excelerations appeared to one silved and interest processing and the district processi	Subst.	
		[Snow Commander]						brakes is such that, by using coarse rudder, inadvertant application is probable.		
GIP	Beech	35/B33	25.05.68.	near Blanchetown	SW Waikerie	SA	PVT/Day	A piston failed following the progression of a fatigue crack originating at the lower compression ring groove. The engine lost power and the pilot made a wheels down landing on undulating sandy terrain during which the nose gear collapsed.	Subst.	Rego confirmed G.Goodall. * Date also reported as 21.05.68.
ΔPN	[DeHavilland]	DH-82A	26.05.68.	near Inverell		NSW	AWK/Day	whees down anding on undusting sandy terrain during which the hose gear collapsed. The pilot had hand-swung the propeller with the throttle set approximately one third open, the cockpit unoccupied and the aircraft unchocked. When the	Subst	- Date also reported as 21.05.08.
	(=======	[DH-82A]					,	engine fired he was unable to retard the throttle in time to prevent the aircraft nosing over.		
RVV	Piper	PA28/180 [PA-28-180]	26.05.68.	Tyabb [aerodrome]	SSW Melbourne	VIC	PVT/Day	After a misjudged approach and a touchdown well beyond the threshold, the pilot found that braking was ineffective on the wet slippery surface. He delayed	Subst.	Rego confirmed G.Goodall.
DV/T2	Piper	[PA-28-180] PA28/140	27.05.68.	Dubbo [serodrome]		NSW	PVT/Day	the decision to go around until too late to prevent the aircraft over-running the end of the strip and into the adjacent rough paddock. When landing in a crosswind the pilot allowed the nosewheel to touch down whilst still misaligned. Under the influence of the deflected nosewheel the air-	Subst.	
WFS?	ripci	[PA-28-140]	27.03.00.			11.511		craft swung to the left and nosed down onto the propeller and wingtip.	Juba.	
PXJ?	Piper	PA28/180	01.06.68.	near Tumut		NSW	PVT/Day	Following a badly misjudged approach and a touchdown well down the wet and slippery landing area, the pilot delayed the decision to go around until too late of the beginning area.	Subst.	
PYA?	Piper	[PA-28-180] PA28/140	02.06.68.	Mackay [aerodrome]		OLD	Trng/Day	user for the aircraft to crear a substantial post or the doublings refree. The student, who was lacking in recent flying sepreince, did not maintain directional control when the aircraft touched down after ballooning and it swung	Subst	
		[PA-28-140]		,	<u> </u>		(Solo)	off the runway. The starboard landing gear struck a landing light and collapsed.		
BQI?	Cessna	182F ["Skylane"]	03.06.68.	near Isisford		QLD	PVT/Day	The pilot incorrectly assessed the wind direction from observation of a wind mill and landed downwind. The aircraft touched down over half way along the landing area and, despite heavy braking, over-ran into light scrub beyond.	Subst.	
SIA?	Cessna	185 [47]	08.06.68.	Brisbane [airport *]	 	QLD	PVT/Day	landing area and, despite heavy braking, over-ran into light scrub beyond. When the aircraft ballooned at the flare, the pilot misjudged the power necessary to control the descent and the aircraft landed heavily on the nose gear. [#]	Subst.	* Location vague, could be Brisbane Eagle Farm or Archerfield.
		[#]								* Location vague, could be Brisbane Eagle Farm or Archerfield. # Aircraft type possibly a typo. Note reference to 'nose gear'
DER	Victa	100 ["Airtourer"]	08.06.68.	Woolpunda	ESE Waikerie	SA	PVT/Day	The pilot attempted to execute an aerobatic maneouvre following a low run across the intended landing area. The aircraft stalled at a height too low to permit him to regain control before it struck the ground heavily.	Subst.	
WKE	Piper	PA28/140	09.06.68.	Camden [aerodrome]		NSW	Trng/Day	After a normal touchdown the student lowered the nosewheel to the ground and then applied power for another take off. He failed to control the swing to	Subst.	
		[PA-28-140]			<u> </u>		(Solo)	port which developed and the aircraft ran off the strip and collided with an embankment.		
MLR?	Piper	PA23/235 [?]	11.06.68.	Dederang		VIC	Ag/Day	When taxying to the loading area after landing, the aircraft passed over a log which the pilot had not seen. It flew up and damaged the strut, wheel and tyre of the starboard landing gear.	Subst.	? Typo. Should be PA-25-235 for Ag. category.
SNY?	Cessna	175	13.06.68.	near Gundagai		NSW	PVT/Day	During an unscheduled landing on a private one way agricultural strip at which the he had landed previously as a passenger, the pilot did not see a power line	Subst.	
	-	["Skylark"]	L					across the approach path. The aircraft struck the power line with the propeller, a lift strut and engine cowling but was able to continue for a landing.		
SKL?	Piper	PA30/160 [PA-30-160]	14.06.68.	near Mount Macedon		VIC	PVT/Day	Upon encountering severe turbulence in the vicinity of convective cloud, the pilot made a 180 degree turn to abandon the flight but temporarily lost control of the aircraft which entered a spiral dive. During recovery the upper surface skin of both mainplanes and the skin on both sides of the fuselage were	Subst.	
		["Twin Comanche"]						buckled.		
	Bell	47G3B1 [47G-3B1]	14.06.68.	near Kagua		PNG	CHTR/Day	Following a suspected engine malfunction short,y after take-off, the pilot mad a heavy landing in a small partially cleared area in the course of which the main rotor blades struck saplings and severed the tail boom. No cause for the engine malfunction could be found but two cooling fan belts were missing.	Subst.	
RHZ	Cessna	150A	15.06.68.	Goolwa		SA	PVT/Day	harm room braces arous samings are severe or an about more from an area of the property of the prior attempted to take off from an area which was totally inadequate for the aircraft and er the prevailing conditions. He then delayed his decision to	Subst.	
								abort the take off until too late to prevent the aircraft running through the boundary fence.		
G?	[LET]	Blanik Glider	16.06.68.	near Colac		VIC	Gliding	After executing three loops the pilot then entered a spin at a height of 1000 feet. He misjudged the height at which to commence recovery action and the glider struck the ground before recovery had been completed.	Dest.	
KVR	Cessna	210	19.06.68.	Port Hedland [aerodrome]		WA	CHTR/Day	When the pilot selected the landing gear down it did not extend as a result of the loss of hydraulic fluid. He did not detect the malfunction nor did he check	Subst.	
		[T210F] ["Turbo Centurion"]						the indicators and landed with the gear retracted.		
RCO	Cessna	P206	19.06.68.	Yuendumu [airstrip]		NT	CHTR/Day	The pilot did not take timely action to control a swing which developed early in the landing roll and the nose gear strut failed sideways. The load carrying	Subst.	
		["Super Skylane"]						capability of the strut was reduced as a result of under inflation and low oil quantity.		
	Douglas	DC-4	26.06.68.	Launceston [airport]		TAS	RPT/ (Freight)	When a severe nosewheel shimmy developed the pilot abandoned the take off. A bolt attaching the lower torque link to the nosewheel fork had failed sometime previously as a result of fatigue progression, probably from the omission of spacing wear plates in the assembly. During the take off it had	Subst.	
							(i reigne)	separated from the torque link.		
BPY	Cessna	310L	28.06.68.	Cairns [aerodrome]		QLD	PVT/Day	The left nosewheel door actuating rod was not reconnected following maintenance and the omission was not detected during the pre-flight inspection. On retraction after lift off the nosegear fouled the left door causing an overload failure of the retracting mechanism. Normal and emergency extension methods	Subst.	Test flight post-maintenance. Aircraft subsequently traded to ROSSAIR, Parafield.
								retraction after int on the nosegear routed the left door causing an overloos failure or the retracting mechanism, normal and emergency extension methods were ineffective and the aircraft was landed with the nosewheel retracted.		
UTF?	Sikorsky	S58B	29.06.68.	Gladstone [aerodrome]		QLD	CHTR/Day	As the pilot was carrying out and engine power check after lift off the helicopter sank back onto the runway and entered ground resonance, possibly because	Subst.	
		[S-588]						the pilot inadvertantly allowed the engine speed to decay slightly. The pilot's attempts to recover the situation were unsuccessful and he closed down the engine. Meanwhile, the helicopter bounced through 105 degrees and the landing gear collapsed.		
DZT	Cessna	177	30.06.68.	Oberon		NSW	PVT/Day	The pilot departed at a time which allowed little margin for arrival at the destination before last light. When flight progress was slower than planned and	Subst.	
	Piper	["Cardinal"] PA28/140	02.07.68.	Bankstown [aerodrome?]		NSW		darkness approached, he landed on an area with an unsuitable surface and the nose gear collapsed. The engine failed to respond to power application after a simulated forced landing so the instructor took over the controls and landed the aircraft. During the	Subst.	
RS_?	Piper	[PA-28-140]	02.07.68.	Bankstown (aerodromer)		NSW	Trng/Day (Dual)	The engine raties to respond to power application after a simulated torces landing so the instructor took over the controls and landed the aircraft. During the landing roll the aircraft ran into an embankment. No reason for the engine failure could be found.	Subst.	
KBT	Auster	J5/B	06.07.68.	near Barwon Heads		VIC	Trng/Day	Following a power loss on go round, the instructor took over the controls for a forced landing but misjudged the level off and the aircraft made a heavy	Subst.	
TPY	Victa	[J.58] 115	07.07.68.	near Pindar	nr. Mullewa	WA	(Dual) PVT/Day	landing in which the landing gear collapsed. The cause of the loss of power was not determined but conditions were conducive to carburettor icing. The pilot selected a take-off path which was too short under the existing damp and heavy surface conditions although a longer path was available. The	Subst.	
IPT	victa	["Airtourer"]	07.07.68.	near Pindar	m. mdilewa	WA	FV I/Day	The pilot selected a take-off path which was too short under the existing damp and heavy surface conditions although a longer path was available. The aircraft did not become airborne and it ran through two fences before being brought to a stop.	auust.	
MNC	Beech	P35	11.07.68.	[Melbourne]Essendon [airport]		VIC	PVT/Day	After a normal touchdown the pilot intended to raise the flaps but inadvertantly moved the landing gear selector to the UP position. The landing gear	Subst.	
WAC	Cessna	["Bonanza"] 205	11.07.68.	Quilpie	-	QLD	CHTR/Day	retracted and the aircraft sank to the ground. When taxying at a speed of 20-25 knots on a strip which the pilot knew had a heavy surface, the nosewheel collapsed when it encountered a soft area and the	Subst.	
WAC		[210/5]		-	1			aircraft overturned.		
TRA?	Mooney	M20 [E?]	13.07.68.	Bunbury		WA	PVT/Day	During the landing roll, with a safe light indication, the right landing gear retracted and the aircraft swung off the runway. The landing gear actuating mechanism was found to be coated with red dust and was devoid of lubrication.	Subst.	
TOR?	Auster	IJ.5G Cirrus Autocar?1	14.07.68.	Gilgandra	 	NSW	PVT/Day	anism was found to be coated with red dust and was devoid of lubrication. After a normal touchdown on a landing area with a rough surface, the pilot applied excessive brake to maintain directional control. The aircraft nosed down	Subst.	
								then reli back neavily.		
TMF	Cessna	182 [F]	16.07.68.	Gunnedah		NSW	PVT/Day	The aircraft was seen over a country town at night at a height of about 500 feet where it entered a dwscwnding turn which was maintained until it hit the ground. The pilot was being treated for a mental illness and his licence had been surrendered a year previously and not renewed. He had consumed a	Dest.	
L			<u>L</u>		<u></u>			quantity of alcohol during the evening and had taken the aircraft without authority.	<u> </u>	
RCY?	Cessna	337 [A?]	18.07.68.	Kangaroo Island		SA	CHTR/Day	After landing on an unfamiliar agricultural strip, which was substandard for charter operations, the starboard landing gear tyre burst when the wheel ran over	Subst.	
RCR?	Dornier	DO27	26.07.68.	Kuniingini	 	PNG	PVT/Day	a flat stump and the aircraft veered onto rocky ground to the side of the strip. Following a normal landing, the pilot was inattentive during the landing roll and the aircraft developed a swing. He failed to take adequate corrective action	Subst.	
		[DO27Q-4]		.,,				and the aircraft ground-looped and slid backwards into a shallow ditch		
DZL?	Cessna	182 [D?]	27.07.68.	Munmalary	W Jabiru	NT	Trng/Day (Dual)	At a late stage of the approach the student raised the nose to avoid a bird. The aircraft then sank rapidly and the instructor did not take recovery action in time to prevent it striking the ground heavily.	Subst.	
KAF?	Piper	PA30/160	28.07.68.	near Orange		NSW	PVT/Day	to prevent it striking the ground neavily. When making a 30 degree dive to test elevator response towards the high limit of the airspeed range, the pilot carelessly allowed his attention to be dis-	Subst.	
	-	[PA-30-160]						tracted to the extent that the aircraft exceeded the maximum permitted airspeed. Severe buffeting of the stabilator damaged it's lower spar cap, spar webs	1	
MHP	Beech	["Twin Comanche"] A23	28.07.68.	near Mt. Hagen [airstrip]		PNG	PVT/Day	and lower surface skin. After an apparently normal take off the aircraft was seen to commence a gradual left turn and adopt an excessively nose high attitude. Upon turning through	Dest.	
		[A23A Musketeer					,	notes an apparently format acte or in the actual was seen of Commence a gradual end and adopt an actual end of the actual end of the actual end and actual end actual	1	
GPI	[Coboolded	Custom III]	20.07.60	Marragia (accodrosa: 1		14/4	Clidica	When a complete only a place a country of 300 fact the instructor, who may not published did not recipitate adaptate account of the editor of """.	Davit	
GPI	Schneiderj	ES-52 Glider	28.07.68.	Narrogin [aerodrome]		WA	Gliding	When a premature cable release occurred at 300 feet the instructor, who was not qualified, did not maintain adequate airspeed and the glider stalled and then spun to the ground.	Dest.	
		["Kookaburra"]	<u> </u>							
EFJ	Cessna	177 ["Cardinal"]	31.07.68.	Tolga	S Mareeba	QLD	Trng/Day (Solo)	Although instructed to proceed coastal on a navigational practice flight, the pilot attempted an inland route where he encountered adverse weather. As he made a precautionary landing in the fading light onto a ploughed paddock, the nosewheel collapsed and the aircraft overturned.	Subst.	
DQI	Cessna	172 [H]	31.07.68.	Whittlesea [aerodrome]	N Melbourne	VIC	Trng/Day	At the conclusion of a badly misjudged approach the student landed the aircraft well down the strip. Although braking was ineffective on the wet surface,	Dest.	
		["Skyhawk"]					(Dual)	the instructor did not commence a go around until only 200 feet of landing distance remained. The aircraft failed to become airborne and struck an embank-	1	
UAL/3	[DeHavilland]	DH83	01.08.68.	near Brampton Island.	[Carlisle island]	QLD	PVT/Day	ment beyond the end of the strip then overturned. When flying at low level over the sea in the lee of an island pinnacle 1300 feet high, the aircraft encountered a substantial downdraft and severe turbulence.	Subst.	+
		[D.H.83 "Fox Moth"]			,			The pilot was unable to arrest the descent before the aircraft struck the water.		
KVO?	Cessna	150 [G?]	03.08.68.	Griffith [aerodrome]		NSW	Trng/Day (Solo)	After landing firmly on the main wheels the student incorrectly pushed the control column forward thereby allowing the nosewheel to contact the ground heavily. The nosewheel collapsed and the aircraft skidded to rest on its nose.	Subst.	

							,			
GPS? GTN?	[LET]	Blanik [L13] Glider	04.08.68.	near Callandoon	W Goondiwindi	QLD	Gliding	The pilot unknowingly selected dive brakes down [7] instead of flap and the aircraft undershot the landing area. No suitable alternative landing areas were available so the pilot stalled the aircraft onto a tree. The dive brake and flap actuating levers are of identical design and located together.	Subst.	
RS_?	Piper	PA28/140	05.09.68.	Mona Vale		NSW	PVT/Day	The pilot noticed a rapid drop in the fuel gauge readings and suspected that a major fuel problem existed. He made a precautionary landing on a beach in the	Subst.	
		[PA-28-140]						course of which the aircraft nosed down. No defects were found in the fuel system but a lead in the alternator was fractured and the battery was in a discharged condition which would have affected the fuel gauges.		
EFM	Cessna	182L	05.08.68.	Gladstone [aerodrome]		QLD	PVT/Day	The pilot drill not take proper recovery action when the aircraft bounced severely on touch down. Two more severe bounces followed during which the	Subst.	
600.42	Cessna	["Skylane"]	05.08.68.	No. on the st		DATE	PVT/Day	propeller struck the runway and the firewall was buckled. After a downwind approach to a one way strip, the pilot misjudged the level off and the aircraft landed heavily. It bounced several times and the nosewheel	6.1.4	
SHMY	Cessna	336 ["Skymaster"]	U5.U8.08.	Boang Island		PNG	PV1/Day	Arter a downwind approach to a one way strip, the pilot misjudged the level on and the aircraft landed neavily. It dounced several times and the nosewheel collapsed.	Subst.	
FKH	Beech	23		near Port Broughton	NNW Adelaide	SA	PVT/Day	Following an engine failure at low height, the instructor attempted a forced landing but the aircraft struck an undetected power line at a late stage of the approach and a heavy landing followed. The reason for the engine failure was not established.	Subst.	
ID_?	[DeHavilland]	DHC-2/3 *	11.08.68.	Camden [aerodrome]		NSW	AWK/Day	opproach and a freedom to the state of the s	Subst.	Type assumed to be a DHC-2 Mark 3 though no Mark 3's have been registered.
10000	Beech	\$35/2	13.08.68.	near Cootamundra	Mandandali 2	NSW	PVT/Day	aircraft landed with the brakes on and nosed over. When it's uplock seized from lack of lubrication the port landing gear would not extend. Cockpit indications showed the landing gear was safe for landing and,	6.1.4	
KKKY	Beech	[S35 Bonanza Mk.II]	13.08.68.	near Cootamundra	[Springdale ? NW of Cootamundra]	NSW	PV1/Day	unknowingly, the pilot landed the aircraft with the port gear retracted.	Subst.	
RAB/2	Cessna	180	14.08.68.	near Cleve		SA	Ag/Day	The pilot attempted to take off from a field covered by heavy pasture, which retarded the aircraft's acceleration, and the integrity of the elevator control	Subst.	
								mechanism was destroyed when the tail wheel struck the boundary fence. The pilot abandoned the take off and, in the ensuing landing, the aircraft over- turned.		
DNK	Cessna	172 [C]	16.08.68.	near Scone	[Upper Rouchel]	NSW	PVT/Day	The pilot, who had no experience in instrument flight, lost control of the aircraft after penetrating unfavourable weather and entering cloud. The aircraft spiralled to the ground.	Dest.	Pilot: Lenus DOVER. Was Camden for Coffs Harbour.
	Piper	PA28/235 *	20.08.68.	Mickleham	NW Craigieburn	VIC	Ag/Day	spiralise to the ground. The pilot elected to land on a grass strip immediately after a heavy shower and found the brakes were not effective on the wet surface. The aircraft skidded	Subst.	* Typo. Incorrect category for Ag. Aircraft. Should be PA-25-235.
		[PA-25-235]						through the boundary fence and struck an embankment.		
MPH	Callair	A9A	20.08.68.	near Kondut		WA	Ag/Day	During the procedure turn at the end of the first spraying run , the pilot did not maintain adequate surveillance of the flight path ahead and the aircraft struck	Dest.	
VTA2	Dines	[A-9A] PA25/150	23.08.68	near Goondiwindi		OLD	Ag/Day	known power lines while he was lining up the markers. The aircraft fell heavily to the ground and was destroyed by fire. As the pilot approached two trees in the course of a spray run , he suffered a sneezing bout. He abandoned the run but, while gaining height, the wing tip was	Codes	
KIAP	Piper	[PA-25-150]	23.08.68.	near Goondiwindi		QLD	Ag/Day	damaged when it passed through the upper branches of one of the trees.	Subst.	
ALV	[C.A.C.]	CA-6	26.08.68.	near Moorabbin *		VIC	PVT/Day	The pilot attempted to take off from an area which, by virtue of surface water, was unsuitable for the operation of the aircraft. Just before lift off the aircraft ran into one area of water, decelerated and noted down	Subst.	* Geoff Goodall's website reports that the aircraft was force landed at a sewage farm
	Cessna	182	27.08.68.	Bankstown [aerodrome]		NSW	PVT/Day	After a normal approach the pilot misjudged the level off and the aircraft touched down on the rising edge of a depression, became airborne again, then	Subst.	near Braeside.
								landed heavily on the nosewheel.		
MUZ	Victa	115 ["Airtourer"]	01.09.68.	Broughton Island	NE Port Stephens	NSW	PVT/Day	The pilot attempted to take off from a strip which was of inadequate length under the prevailing conditions. The aircraft became airborne at the end of the strip but at an airspeed too low to establish a positive climb. It then sank back into a swamp.	Subst.	
GHA?	[Schneider]	KA-6 [FS-Ka6]	02.09.68.	near Barmera		SA	Gliding	While maiking an approach to land on a road, the pilot saw a semi trailer approaching and sideslipped the glider to expedite his touchdown. He misjudged	Subst.	
KOP	Cessna	[ES-Ka6] 182 [K]	03.09.68.	Maprik [airstrip]	1	PNG	PVT/Day	the recovery and was unable to align the glider along the road. During the landing roll the right wing struck a fence post. Following a non standard circuit and a badly misjudged approach, the pilot failed to initiate a go round and the aircraft touched down well beyond the	Subst.	
		["Skylane"]						Following a non standard circuit and a badly misjudged approach, the pilot failed to initiate a go round and the aircraft touched down well beyond the threshold, skipped then ran through the end of the strip and into a creek.		
BBP/2	Cessna	180C ["Skywagon"]	03.09.68.	near Bathurst		NSW	Ag/Day	The pilot failed to take timely action to correct a swing which developed during the take off roll and the aircraft swerved off the strip. The landing gear collapsed.	Subst.	Six year rebuild. Restored as VH-ERV.
DVM?	Cessna	182K	08.09.68.	Whittlesea [aerodrome]	N Melbourne	VIC	PVT/Day	Following a badly misjudged approach, the pilot made no attempt to go around and the aircraft did not touch down until within 500 feet of the end of the	Subst.	
UHR/C2	Rell	["Skylane"] 206A	11.09.68.	Rairnsdale [aerodrome]	E Sale	VIC	CHTR/Day	strip. It bounced then landed heavily, damaging the nosewheel, and ran through the end of the strip where the pilot initiated a ground loop. Shortly after the helicopter entered forward flight, the engine outer combustion case purposes as a result of fatigue in a weld joint and the engine failed.	Subst.	* Could have even been VH-ANC as VH-UHB and UHC were reported to have been
*	Dell	["JetRanger"]	11.05.08.	Samisuale (acrogrante)	E Jaie	VIC	CHIN/Day	In the height available the pilot was not able to arrest all forward speed and the helicopter touched down on the floats. It pitched forward and then	Juust.	transferred to Papua New Guinea shortly after inclusion on the register.
RV 7	Piper	PA28/140	12.09.68.	Moorabbin [aerodrome]	1	VIC	Trng/Day	rebounded in the course of which the main rotor blades severed the tail boom. Towards the end of the landing roll the student applied power for another take off but almost immediately the aircraft developed a swing. He failed to take	Subst.	
WAT.		[PA-28-140]					(Solo)	adequate corrective action and the aircraft nosed down.		
	Piper	PA25/235 [PA-25-235]	13.09.68.	near Galaquil	S Beulah	VIC	Ag/Day	When the engine lost power following fuel exhaustion, the pilot was compelled to land in a rough paddock and the landing gear collapsed. The pilot had intended to refuel the aircraft prior to take off but had forgotten to do so.	Subst.	
		["Pawnee"]				1			1	
	[DeHavilland]	DH-82	16.09.68.	Geraldton [aerodrome]		WA	PVT/Day	When taxying to the hangar area at the completion of a local flight, the pilot did not maintain an adequate lookout and the aircraft struck a fire hydrant hose box.	Subst.	
	Cessna	206	21.09.68.	Arkaroola Homestead ?		NT*	CHTR/Day	When the pilot levelled off too high, the aircraft landed heavily on the upslope of a slight depression in the strip and the starboard landing gear collapsed.	Subst.	* Arkaroola township is in South Australia. Arkaroola Homestead not found.
PKY?	Cessna	310 [J?]	23.09.68.	Darwin [aerodrome]		NT	CHTR/Day	The pilot was unable to fully extend the nose gear, because the main drive tube was bent, and it collapsed on landing. The reason for the bend was not established but it was consistent with that which could have occurred if load had been applied to the nosewheel during retraction.	Subst.	
AGI	Cessna	185[A]	24.09.68.	Jandakot [aerodrome]		WA	Ag/Day	After a normal touchdown the starboard landing gear partially collapsed during the landing roll. The landing gear fuselage attachment bolt had been	Subst.	
								previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding take off		
FSS?	[DeHavilland]	DH-82	29.09.68.	Renmark [aerodrome]		SA	PVT/Day	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding take off from the agricultural style. To minimise the effects of a crosswind the pilot landed the aircraft at an angle to the strip. He lost directional control when attempting to veer back to the	Subst.	
PSS?	[DeHavilland]	DH-82		Renmark [aerodrome]	N Parkes	SA	PVT/Day	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding take off from the agricultural strip. To minimise the effects of a crossword the pilot landed the aircraft at an angle to the strip. He lost directional control when attempting to veer back to the strip alignment at fact straying speed and the aircraft entered a ground loop outning which it noised down.		* Peak Hill has a single porth-cruth grass strip next to the Golf Crurse
PSS?	[DeHavilland] Piper		29.09.68. 02.10.68.		N Parkes			previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding take off from the agricultural style. To minimise the effects of a crosswind the pilot landed the aircraft at an angle to the strip. He lost directional control when attempting to veer back to the	Subst.	* Peak Hill has a single north-routh grass strip next to the Golf Course.
PSS?	[DeHavilland] Piper Cessna	PA28/140			N Parkes		PVT/Day PVT/Day	previously whereved and the tyre and wheel rim damaged. This damage probably occurred as a result of Impact with some object during the preceding take off from the agricultural strop. To minimise the effects of a crosswind the pilot landed the aircraft at an angle to the strip. He lost directional control when attempting to veer back to the strop agreed and the aircraft and an agricultural probability of the strop agreed and the aircraft and an agricultural probability of the strop agreed and agreed and agreed and agreed and agreed and agreed and agreed agreed agreed and agreed agre	Subst.	* Peak Hill has a single north-south grass strip next to the Golf Course.
	[DeHavilland] Piper Cessna	PA28/140 [PA-28-140] ["Cherokee"] 182E ["Skylane"]	02.10.68.	near Peak Hill	N Parkes	NSW	PVT/Day PVT/Day Trng/Day	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding take off from the agricultural strip. To minimise the effects of a crossword the plot landed the aircraft at an angle to the strip. He lost directional control when attempting to veer back to the strip alignment as fast to sking toget and the aircraft and a ground loop during which it noted down. When there was a crossword at the interded decination, to the plot landed the aircraft or a fairway of an adjacent poll counse! The surface was unastrable for the aircraft showards and during the thing off the proposite risks. The guard and the two give as scientified with the aircraft showards and during the thing off the proposite risks the ground and the two give as scientified with a scientified and the strip off the proposite risks and the scientified of the scientified and the scientified a	Subst. Subst. Minor	*Presil Hill has a single north-routh grass strip next to the Golf Course.
FSS?	[DeHavilland] Piper Cessna Piper	PA28/140 [PA-28-140] ["Cherokee"] 182E ["Skylane"] PA28/140	02.10.68.	near Peak Hill near Moorabbin [aerodrome]	N Parkes	NSW	PVT/Day PVT/Day	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding take off from the agricultural strip. To minimise the effects of a crosswind the pilot landed the aircraft and a nagle to the strip. He lost directional control when attempting to veer bask to the strip alignment at a feat straying green and the larrardit entered a ground foot pour furnity which it moved down. When there was a crosswind at the interded destination, the pilot landed the sizeralt on a fairway of an adjacent goil course!*]. The surface was unsuitable for the aircraft sepaction and during the bridging roll the propellar trans the ground and the most gear a suembly was damaged. While preparing to land at the capital city secondary airport, where safe separation from other aircraft is a pilot responsibility, neither pilot ensured that an adequate lookout was minimized for other aircraft, though each had reported turning on to base legs at about the same time. The Cessna overtook the pilor most behind and bow, and it's propoller and wing struck the Pepter for other of the pilor destination. The Cessna overtook the pilor most behind and bow, and it's propoller and wing struck the Pepter for other or the pilor destination.	Subst.	
		PA28/140 [PA-28-140] ["Cherokee"] 182E ["Skylane"] PA28/140 [PA-28-140] ["Cherokee"]	02.10.68. 05.10.68.	near Peak Hill near Moorabbin [serodrome] [final approach to Runway 35]	N Parkes	NSW	PVT/Day PVT/Day Trng/Day PVT/Day	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding lake off from the agricultural of accrossion the problem of the problem	Subst. Subst. Minor	** Fresk HIII has a single north-south grass strip next to the Golf Course. * The aircraft landed in the Woodlands Golf Course.
		PA28/140 [PA-28-140] ["Cherokee"] 182E ["Skylane"] PA28/140	02.10.68.	near Peak Hill near Moorabbin [aerodrome]	N Parkes	NSW	PVT/Day PVT/Day Trng/Day	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding take off from the agricultural strip. To minimise the effects of a crosswind the pilot landed the aircraft and a nagle to the strip. He lost directional control when attempting to veer bask to the strip alignment at a feat straying green and the larrardit entered a ground foot pour furnity which it moved down. When there was a crosswind at the interded destination, the pilot landed the sizeralt on a fairway of an adjacent goil course!*]. The surface was unsuitable for the aircraft sepaction and during the bridging roll the propellar trans the ground and the most gear a suembly was damaged. While preparing to land at the capital city secondary airport, where safe separation from other aircraft is a pilot responsibility, neither pilot ensured that an adequate lookout was minimized for other aircraft, though each had reported turning on to base legs at about the same time. The Cessna overtook the pilor most behind and bow, and it's propoller and wing struck the Pepter for other of the pilor destination. The Cessna overtook the pilor most behind and bow, and it's propoller and wing struck the Pepter for other or the pilor destination.	Subst. Subst. Minor	
	Piper	PA28/140 [PA-28-140] ["Cherokee"] 182E ["Skylane"] PA28/140 [PA-28-140] ["Cherokee"] 182G ["Skylane"]	02.10.68. 05.10.68.	near Peak Hill near Moorabbin [serodrome] [final approach to Runway 35]	N Parkes	NSW	PVT/Day PVT/Day Trng/Day PVT/Day PVT/Day	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding take off from the agricultural strip. To minimise the effects of a crosswind the plot landed the aircraft at an angle to the strip. He lost directional control when attempting to vere back to the strip alignment at last burying greed and the aircraft entered a ground loop during which it noved down. When there was a crosswind at the intended destination, the plot banded the aircraft on a fairway of an adjacent gold course[*]. The surface was unsuitable for the aircraft's precision and uring the taking ort the properties trust the ground and the mone gear assembly was damaged. While preparing to land at the capital city secondary airport, where safe separation from other aircraft is a pilot responsibility, reither pilot ensured that an adequate lookout was maintained for other aircraft, bundle each had reported furning on the bundle and banded safely but the Physic control system was damaged and it had reliable to the final properties of the pilot, intending to apply power to control the aircraft is a pilot responsibility, reither pilot ensured that an adequate lookout was maintained for other aircraft, bundle each but of reported furning on the bundle along a blood the Same bundle and by but the Physic control system was damaged and it look integer to a descreding un until it passed fromply had not the same time. The cessar overtook the Physic control system was damaged and it look integer to a descreding un until it passed fromply had not the same time. The cessar overtook the physic intending to apply power to control the aircraft selected.	Subst. Subst. Minor Dest.	
CWK RWX?	Piper Cessna	PA28/140 [PA-28-140] ["Cherokee"] 182E ["Skylane"] PA28/140 [PA-28-140] ["Cherokee"] 115 ["Skylane"] 115 ["Tkylane"]	02.10.68. 05.10.68. 06.10.68.	near Peak Hill near Moorabbin [aerodrome] [final approach to Runway 35] Wyalkatchem [aerodrome]	N Parkes	NSW VIC WA QLD	PVT/Day PVT/Day Trng/Day PVT/Day PVT/Day Trng/Day (Oual)	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding lake of from the agricultural strong. To minimise the effects of a crossward of the pilot landed the aircraft at an angle to the strip. He loot directional control when attempting to veer back to the later than the pilot instead the aircraft at an angle to the strip. He loot directional control when attempting to veer back to the later than the later th	Subst. Subst. Minor Dest. Subst.	
CWK RWX?	Piper Cessna Victa	PA28/140 [PA-28-140] ["Cherokee"] 182E ["Skylane"] PA28/140 [PA-28-140] ["Cherokee"] 182G ["Skylane"]	02.10.68. 05.10.68. 06.10.68.	near Peak Hill near Moorabbin (serodrome) (final approach to Runway 35) Wyalkatchem (serodrome) Maroochydore (serodrome)	N Parkes	NSW VIC	PVT/Day PVT/Day Trng/Day PVT/Day PVT/Day	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding take off from the agricultural strip. To minimise the effects of a crosswind the plot landed the aircraft at an angle to the strip. He lost directional control when attempting to vere back to the strip alignment at last burying greed and the aircraft entered a ground loop during which it noved down. When there was a crosswind at the intended destination, the plot banded the aircraft on a fairway of an adjacent gold course[*]. The surface was unsuitable for the aircraft's precision and uring the taking ort the properties trust the ground and the mone gear assembly was damaged. While preparing to land at the capital city secondary airport, where safe separation from other aircraft is a pilot responsibility, reither pilot ensured that an adequate lookout was maintained for other aircraft, bundle each had reported furning on the bundle and banded safely but the Physic control system was damaged and it had reliable to the final properties of the pilot, intending to apply power to control the aircraft is a pilot responsibility, reither pilot ensured that an adequate lookout was maintained for other aircraft, bundle each but of reported furning on the bundle along a blood the Same bundle and by but the Physic control system was damaged and it look integer to a descreding un until it passed fromply had not the same time. The cessar overtook the Physic control system was damaged and it look integer to a descreding un until it passed fromply had not the same time. The cessar overtook the physic intending to apply power to control the aircraft selected.	Subst. Subst. Minor Dest. Subst.	
CWK RWX?	Piper Cessna Victa Piper	PA28/140 [PA-28-140] ["Cherokee"] 182E ["Skylane"] PA28/140 [PA-28-140] ["Cherokee"] 182G ["Skylane"] 1810 ["Altfourer"] PA28/140 [PA-28-140] ["Cherokee"]	02.10.68. 05.10.68. 06.10.68. 06.10.68.	near Pesk Hill near Moorabbin (serodrome) (final approach to Runway 35) (Wyalkatchem (serodrome) Maroochydore (serodrome) Warrambod (serodrome)	N Parkes	NSW VIC WA QLD VIC	PVT/Day PVT/Day Trng/Day PVT/Day PVT/Day Trng/Day (Doal) PVT/Day	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding lake off from the agricultural of accuracy when a temporary the preceding lake off from the agricultural of accuracy when a temporary the preceding lake off from the agricultural of a superior to entire place of the preceding lake off the properties of the properties and the surrent entered a ground loop during which it moved down. When there was a second at the temporal declarations, the place intended the arroration and anisary of an adjustment ground ground and the nose gene assembly was damaged. While preparing to land at the capital city secondary airprox, where are separation from other aircraft is a place responsibility, retiter place to structure that an adequate lookout was ministration of order aircraft, though each had reported turning on to base leg at about responsibility, retiter place to structure that an adequate lookout was ministration of order aircraft is all post of the prevention of the prevention of the prevention of the prevention of the prevention of the prevention of the prevention of the prevention of the prevention of the prevention of the prevention of the prevention of the prevention benefit and powers of the prevention of the preve	Subst. Subst. Minor Dest. Subst. Subst. Subst.	
CWK RWX?	Piper Cessna Victa	PA28/I40 [PA-28-140] ["Cherokee"] 182E ["Skylane"] PA28/I40 [PA-28-140] ["Cherokee"] 182G ["Skylane"] 1157 ["Akriourer"] PA28/I40	02.10.68. 05.10.68. 06.10.68.	near Peak Hill near Moorabbin (serodrome) (final approach to Runway 35) Wyalkatchem (serodrome) Maroochydore (serodrome)	N Parkes	NSW VIC WA QLD	PVT/Day PVT/Day Trng/Day PVT/Day PVT/Day Trng/Day (Oual)	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding lake of from the agricultural store processed on the processed of	Subst. Subst. Minor Dest. Subst.	
CWK RWX? MVA REL? KVY?	Piper Cessna Victa Piper Cessna	PA28/140 [PA-28-140] [*Cherother] 1826 [*Slydare*] PA28/140 [PA-28-140] [*Cherother] 1826 [*Slydare*] 1826 [*Slydare*] 1846 [*Slydare*] PA28/140 [*Cherother] 105 [*Slydare*] 115 [*Cherother*] 115 [*Cherother*] 116 [*Cherother*] 117 [*Cherother*] 118 [*Cherother*] 119 [*Cherother*] 119 [*Cherother*] 119 [*Cherother*] 110 [*Cherother*]	02.10.68. 05.10.68. 06.10.68. 06.10.68. 09.10.68.	near Peak Nill near Mocrabbin [serodrome] (Inst approach to Runway 35] Wyalkatchem [serodrome] Maroochydore [serodrome] Mocrabbin [serodrome]	N Parkes	NSW VIC WA QLD VIC	PVT/Day PVT/Day Trng/Day PVT/Day Trng/Day (Dual) PVT/Day PVT/Day	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding take off from the agricultural strain. To minimise the effects of a crossword at the literal handed the aircraft at an angle to the strip. He lost directional control when attempting to veer back to the strain allowed the strain that the strain and t	Subst. Subst. Minor Dest. Subst. Subst. Subst. Subst.	The aircraft landed in the Woodlands Golf Course.
CWK RWX? MVA	Piper Cessna Victa Piper	PA28/140 [PA-28-140] ["Cherokee"] 182E ["Skylane"] PA28/140 [PA-28-140] ["Cherokee"] 182G ["Skylane"] 1810 ["Altfourer"] PA28/140 [PA-28-140] ["Cherokee"]	02.10.68. 05.10.68. 06.10.68. 06.10.68.	near Pesk Hill near Moorabbin (serodrome) (final approach to Runway 35) (Wyalkatchem (serodrome) Maroochydore (serodrome) Warrambod (serodrome)	N Parkes	NSW VIC WA QLD VIC	PVT/Day PVT/Day Trng/Day PVT/Day PVT/Day Trng/Day (Doal) PVT/Day	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding lake off from the agricultural size occurred was a result of impact with some object during the preceding lake off from the agricultural size occurred was a result of the process of the process of the size of	Subst. Subst. Minor Dest. Subst. Subst. Subst.	* The aircraft landed in the Woodlands Gelf Course. **The aircraft landed in the Woodlands Gelf Course. **Course ten PURNELL **Co
CWK RWX? MVA REL? KVY?	Piper Cessna Victa Piper Cessna (Vickers)	PA28/140 [PA.28-140] ["Cherokee"] 182E ["Sylume"] 9A28/140 ["Cherokee"] 1826 ["Sylume"] 1826 ["Sylume"] 1826 ["Sylume"] 1826 ["Sylume"] 1826 ["Sylume"] 1826 ["Sylume"] 1827 ["Arinouer"] 1828 ["Arinouer"] 1838 [02.10.68. 05.10.68. 06.10.68. 06.10.68. 08.10.68. 10.10.68.	near Peak Hill near Moorabbin [serodrome] (final approach to Runway 35) Wyalkatchem [serodrome] Marochydore [serodrome] Warnambool [serodrome] Moorabbin [serodrome] Sydney [serport]		NSW VIC WA QLD VIC VIC NSW	PVT/Day PVT/Day Trng/Day PVT/Day PVT/Day Trng/Day (Outal) PVT/Day PVT/Day RPT/Day	perviously wherein and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding lake of from the agricultural street. To minimise the effects of a crosswind the pilot landed the aircraft at an angle to the strip. He lost directional control when attempting to veer back to the control of the control	Subst. Subst. Minor Dest. Subst. Subst. Subst. Subst. Subst.	*The aircraft landed in the Woodlands Golf Course. Copt. ten PURNELL (F).C. George TIMANNS (F).2. Right was Spring for Camberra.
CWK RWX? MVA REL? KVY? TVK	Piper Cessna Victa Piper Cessna [Vickers] Auster [Mk.3]	PA23/140 [PA-28-40] [PA-28-40] [*Chercher] 1826 [*Skylane*] PA23/140 [PA-28-40] 1826 [*Skylane*] 1826 [*Skylane*] 1827 [*Skylane*] 1828 [*Skylane*] 1838 [*Skylane*] 1948 [*Skylane*] 15 [*Altouer*] PA23/140 [*Chercher*] 5360 \$\$1 Viscount 756 [*7560] \$\$5 [*Telylorcark Model f*] [*Telylorcark Model f*]	02.10.68. 05.10.68. 06.10.68. 06.10.68. 08.10.68. 10.10.68.	near Peak Hill near Moorabbin [serodrome] [final approach to Runway 35] Wyalkatchem [serodrome] Maroochydore [serodrome] Warrambool [serodrome] Moorabbin [serodrome] Sydney [sirport] near Koo Wee Rup	N Parkes SE Melbourne	NSW VIC WA QLD VIC VIC NSW	PVT/Day PVT/Day Trng/Day PVT/Day Trng/Day Trng/Day PVT/Day Trng/Day PVT/Day PVT/Day PVT/Day PVT/Day	previously wherein and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding lake off from the agricultural strain. To minimise the effects of a crosswidth the plot landed the aircraft at an angle to the strip. He lost directional control when attempting to veer back to the strain and the strain of the strain	Subst. Subst. Minor Dest. Subst. Subst. Subst. Subst. Subst. Subst.	* The aircraft landed in the Woodlands Gelf Course. **The aircraft landed in the Woodlands Gelf Course. **Course ten PURNELL **Co
CWK RWX? MVA REL? KVY?	Piper Cessna Victa Piper Cessna [Vickers] Auster	PA23/140 [PA.28-140] [PA.28-140] [*Chrosteer*] 1826: 1	02.10.68. 05.10.68. 06.10.68. 06.10.68. 08.10.68. 10.10.68.	near Peak Hill near Moorabbin [serodrome] (final approach to Runway 35) Wyalkatchem [serodrome] Marochydore [serodrome] Warnambool [serodrome] Moorabbin [serodrome] Sydney [serport]		NSW VIC WA QLD VIC VIC NSW	PVT/Day PVT/Day Trng/Day PVT/Day PVT/Day Trng/Day (Outal) PVT/Day PVT/Day RPT/Day	previously wherein and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding lake off from the agricultural strain. To minimise the effects of a crosswidth the plot landed the aircraft at an angle to the strip. He lost directional control when attempting to veer back to the strain and the strain of the strain	Subst. Subst. Minor Dest. Subst. Subst. Subst. Subst. Subst.	*The aircraft landed in the Woodlands Golf Course. Copt. ten PURNELL (F).C. George TIMANNS (F).2. Right was Spring for Camberra.
CWK RWX? MVA REL? KVY? TVK	Piper Cessna Victa Piper Cessna [Vickers] Auster [Mk.3]	PA23/140 [PA-28-40] [PA-28-40] [*Chercher] 1826 [*Skylane*] PA23/140 [PA-28-40] 1826 [*Skylane*] 1826 [*Skylane*] 1827 [*Skylane*] 1828 [*Skylane*] 1838 [*Skylane*] 1948 [*Skylane*] 15 [*Altouer*] PA23/140 [*Chercher*] 5360 \$\$1 Viscount 756 [*7560] \$\$5 [*Telylorcark Model f*] [*Telylorcark Model f*]	02.10.68. 05.10.68. 06.10.68. 06.10.68. 08.10.68. 10.10.68.	near Peak Hill near Moorabbin [serodrome] [final approach to Runway 35] Wyalkatchem [serodrome] Maroochydore [serodrome] Warrambool [serodrome] Moorabbin [serodrome] Sydney [sirport] near Koo Wee Rup		NSW VIC WA QLD VIC VIC NSW	PYT/Day PYT/Day Trng/Day PYT/Day PYT/Day PYT/Day Trng/Day (Oual) PYT/Day PYT/Day PYT/Day PYT/Day Trng/Day	periodoxy sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding lake of from the agricultural story consistent of the process of the pro	Subst. Subst. Minor Dest. Subst. Subst. Subst. Subst. Subst. Subst.	*The aircraft landed in the Woodlands Golf Course. Copt. ten PURNELL (F).C. George TIMANNS (F).2. Right was Spring for Camberra.
CWK RWX? MVA REL? KVY? TVK DQN DPN BHC? GMD?	Piper Cessna Victa Piper Cessna (Vickers) (Vickers) Auster [Mk-3] Cessna Hughes	PA23/140 [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PArticurer] [Particurer] [Particurer] [PA23/140 [PA.28-140] [PA28-140] 02.10.68. 05.10.68. 06.10.68. 06.10.68. 08.10.68. 10.10.68. 113.10.68. 16.10.68.	near Peak Nill near Moorabbin (serodrome) (Insid approach to Runway 35) (Insid approach to Runway 35) Wyalkatchem (serodrome) Maroochydore (serodrome) Warnambool (serodrome) Moorabbin (serodrome) Sydney (seroor) near Koo Wee Rup near Ceduna Moorabbin (serodrome)	SE Melbourne	NSW VIC WA QLD VIC VIC VIC NSW VIC SA VIC	PVT/Day PVT/Day Trng/Day PVT/Day PVT/Day PVT/Day Trng/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding late of from the agricultural story consorted the policy included have a result of the process of the	Subst. Subst. Minor Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	*The aircraft landed in the Woodlands Golf Course. Copt. ten PURNELL (F).C. George TIMANNS (F).2. Right was Spring for Camberra.	
CWK RWX? MVA REL? KVY? TVK	Piper Cessna Victa Piper Cessna (Vickers) (Vickers) Auster [Mk.3] Cessna	PA23/140 [PA.28-40] [PA.28-40] [Cheroker] [Sylorer] [PA28/140 [PA.28-40] [PA.28-40] [PA.28-40] [PA.28-40] [PA.28-40] [PA28-40] [Partourer] [PA28/140 [PA.28-40] [PA28-40] [PA28-40] [Theroker] [PA28/140 [PA28-40] [PA28	02.10.68. 05.10.68. 06.10.68. 06.10.68. 08.10.68. 10.10.68. 11.10.68.	near Peak Nill near Moorabbin [serodrome] (Inst approach to Runway 35] Wyalkatchem [serodrome] Maroochydore [serodrome] Warnambool [serodrome] Moorabbin [serodrome] Sydney [sirport] near Koo Wee Rup near Ceduna		NSW VIC WA QLD VIC VIC VIC NSW VIC	PYT/Day PYT/Day Trng/Day PYT/Day PYT/Day PYT/Day Trng/Day (Oual) PYT/Day PYT/Day PYT/Day PYT/Day Trng/Day	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding lake of from the agricultural story consistent post intended the control of the process of the proces	Subst. Subst. Minor Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	*The aircraft landed in the Woodlands Golf Course. Copt. ten PURNELL (F).C. George TIMANNS (F).2. Right was Spring for Camberra.
CWK RWX? MVA REL? KVY? TVK DQN DPN BHC? GMD?	Piper Cessna Victa Piper Cessna (Vickers) (Vickers) Auster [Mk-3] Cessna Hughes	PA28/140 [PA.28-40] [PA.28-40] [Cherolaer] [System PA28/140 [PA.28-40] [PA.28-40] [Cherolaer] 1826 [PA.28-40] [PA.28-40] [PA.28-40] [PA.28-40] [PA.28-40] [PA.28-40] [Cherolaer] 310 Viscount 756 [System PA28/140 [Cherolaer] 182 [6] [184/stem PA28/140 [184/stem PA28/stem 02.10.68. 05.10.68. 06.10.68. 06.10.68. 08.10.68. 10.10.68. 11.10.68. 12.10.68. 13.10.68.	near Peak Nill near Mocrabbin [serodrome] (Inst approach to Runway 35] Wyalkatchem [serodrome] Maroochydore [serodrome] Maronabbin [serodrome] Moorabbin [serodrome] Sydney [sirport] near Koo Wee Rup near Ceduna Moorabbin [serodrome] Brampton Island [sestrip]	SE Melbourne	NSW VIC VIC VIC VIC VIC NSW VIC SA VIC QLD	PVT/Day PVT/Day Trng/Day PVT/Day PVT/Day PVT/Day Trng/Day (Oud) PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day	previously wherein and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding lake of from the agricultural strain. To minimise the effects of a crosswind the pilot landed the aircraft at an engle to the strip. He lost directional control when attempting to veer back to the subsequence of the control of the properties of the strain of the control of the co	Subst. Subst. Minor Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	*The aircraft landed in the Woodlands Golf Course. Copt. ten PURNELL (F).C. George TIMANNS (F).2. Right was Spring for Camberra.	
CWK RWX? MVA REL? KVY? TVK DQN DPN BHC? GMD? AVK	Piper Cestna Victa Piper Cestna (Vickers) (Vickers) Auster (MA.3) Cestna Hughes Cestna (Scheelder)	PA23/140 [PA-28-140] [PA-28-14	02.10.68. 05.10.68. 06.10.68. 06.10.68. 08.10.68. 10.10.68. 113.10.68. 18.10.68. 20.10.68.	near Peak Nill near Moorabbin (serodrome) (Insil approach to Runway 35) Wyalkatchem (serodrome) Maroochydore (serodrome) Warramabool (serodrome) Moorabbin (serodrome) Sydney (serodrome) Sydney (serodrome) near Koo Wee Rup near Ceduna Moorabbin (serodrome) Brampton Island (arstrip) Gawler (serodrome)	SE Melbourne SE Melbourne NE Mackay	NSW VIC WA QLD VIC VIC NSW VIC SA VIC QLD SA	PYT/Day PYT/Day PYT/Day Trng/Day PYT/Day Trng/Day PYT/Day Trng/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day Gliding Gliding	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding lake off from the agricultural story consorted the problem of the process of the proce	Subst. Subst. Minor Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	* The aircraft landed in the Woodlands Golf Course. Copit teen PURNELL FIG. George TILMUNS Plaz. 23. Flight was Springs for Continers. Date also reported as \$3.01.68.
CWK RWX? MVA REL? KVY? TVK DQN DPN BHC? GMD?	Piper Cessna Victa Piper Cessna (Vickers) (Vickers) Auster [Mk-3] Cessna Hughes	PA23/140 [PA.28-140] [PA.28-14	02.10.68. 05.10.68. 06.10.68. 06.10.68. 08.10.68. 10.10.68. 11.10.68. 12.10.68. 13.10.68.	near Peak Nill near Mocrabbin [serodrome] (Inst approach to Runway 35] Wyalkatchem [serodrome] Maroochydore [serodrome] Maronabbin [serodrome] Moorabbin [serodrome] Sydney [sirport] near Koo Wee Rup near Ceduna Moorabbin [serodrome] Brampton Island [sestrip]	SE Melbourne	NSW VIC VIC VIC VIC VIC NSW VIC SA VIC QLD	PVT/Day PVT/Day Trng/Day PVT/Day PVT/Day PVT/Day Trng/Day (Oud) PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding lake of from the agricultural story. To minimise the effects of a crossward the pilots inseed the aircraft as the angle to the erril; Hood directional control when attempting to were back to the work of the properties of the properties of the students of the properties of the properties of the properties of the students of the properties of the properties of the properties of the properties of the properties of the properties of the properties of the properties of the properties of the properties struck the ground and the nose goar assembly was damaged. While preparing to load at the capital city secondary airport, where as are special or the aircraft's operation and outling the landing roll the properties struck the ground and the nose goar assembly was damaged. While preparing to load at the capital city secondary airport, where as are special or the properties of the propert	Subst. Subst. Minor Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	* The aircraft landed in the Woodlands Gelf Course. Capt Ken PURNELL (7) G. George TRAMINS (7) G. George TRAMINS (7) S. Capt Sen Purson
CWK RWX? MVA REL? KVY? TVK DQN DPN BHC? GMD? AVK	Piper Cestna Victa Piper Cestna (Vickers) (Vickers) Auster (MA.3) Cestna Hughes Cestna (Scheelder)	PA23/140 [PA-28-140] [PA-28-14	02.10.68. 05.10.68. 06.10.68. 06.10.68. 08.10.68. 10.10.68. 113.10.68. 18.10.68. 20.10.68.	near Peak Nill near Moorabbin (serodrome) (Insil approach to Runway 35) Wyalkatchem (serodrome) Maroochydore (serodrome) Warramabool (serodrome) Moorabbin (serodrome) Sydney (serodrome) Sydney (serodrome) near Koo Wee Rup near Ceduna Moorabbin (serodrome) Brampton Island (arstrip) Gawler (serodrome)	SE Melbourne SE Melbourne NE Mackay	NSW VIC WA QLD VIC VIC NSW VIC SA VIC QLD SA	PVT/Day PVT/Day Trng/Day PVT/Day PVT/Day PVT/Day Trng/Day (Osal) PVT/Day PVT/Day PVT/Day Goding Giding Giding Giding Giding Giding Giding	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding lake of from the agricultural strain. To minimise the effects of a crossward rise interface of the art of at an angle to the lot to strip! It less off the crossward in the probable of the	Subst. Subst. Minor Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	* The aircraft landed in the Woodlands Golf Course. Copit teen PURNELL FIG. George TILMUNS Plaz. 23. Flight was Springs for Continers. Date also reported as \$3.01.68.
CWK RWX? MVA REL? KVY? TVK DQN DPN BHC? GMD? AVK	Piper Cessna Victa Piper Cessna [Vicken] Auster [Mit.3.] Gesna Hughes Cessna [Schneider] Piper Cessna	PA23/140 [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PStyloner] 115-erri [PStyloner] 105-erri [PStyloner] 105-erri [PStyloner] 105-erri [PStyloner] 106-erri [PStyloner] 106-erri [PStyloner] 106-erri [PStyloner] 107-erri [PStyloner] 108-erri [PStyloner] 108-erri [PStyloner] 109-erri [PStyloner] 109-erri [PStyloner]	02:10:68. 05:10:68. 06:10:68. 06:10:68. 08:10:68. 10:10:68. 13:10:68. 13:10:68. 20:10:68.	near Peak Hill near Moorabbin (serodrome) (final approach to Runway 35) (final approach to Runway 35) Wyalkatchem (serodrome) Maroochydore (serodrome) Warrnambood (serodrome) Moorabbin (serodrome) Sydney (sirport) near Koo Wee Rup near Ceduna Moorabbin (serodrome) Brampton Island (serstrip) Gawler (serodrome) Gawler (serodrome) ["Bon Accord" Sin.] Darwin (serodrome)	SE Melbourne SE Melbourne NE Mackay	NSW VIC WA QLD VIC VIC NSW VIC SA VIC QLD SA QLD NT	PYT/Day PYT/Day PYT/Day Tmg/Day PYT/Day PYT/Day Tmg/Day (Outa) PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day Img/Day Gilding CHTR/Day Img/Day (Solo)	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding lake of from the agricultural story consumed the process of the process	Subst. Subst. Minor Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	* The aircraft landed in the Woodlands Gelf Course. Capt Ken PURNELL (7) G. George TRAMINS (7) G. George TRAMINS (7) S. Capt Sen Purson
CWK RWX? MVA REL? KVY? TVK DQN DPN BHC? GMD? AVK	Piper Cessna Victa Piper Cessna [Vickens] Auster [Mickens] Hughes Cessna [Schneider] Piper	PA23/140 [PA.28-140] [PA.28-14	02:10:68. 05:10:68. 06:10:68. 06:10:68. 08:10:68. 10:10:68. 13:10:68. 13:10:68. 20:10:68.	near Peak Nill near Moorabbin (serodrome) (Imal approach to Runway 35) (Imal approach to Runway 35) Wyalkatchem (serodrome) Maroochydore (serodrome) Maroachydore (serodrome) Moorabbin (serodrome) Sydney (sirport) near Koo Wee Rup near Ceduna Moorabbin (serodrome) Brampton Island (sirstrip) Gawler (serodrome) ("Bon Accord" Sin.)	SE Melbourne SE Melbourne NE Mackay	NSW VIC WA QLD VIC VIC NSW VIC SA VIC QLD SA	PVT/Day PVT/Day Trng/Day PVT/Day PVT/Day PVT/Day Trng/Day (Osal) PVT/Day PVT/Day PVT/Day Goding Giding Giding Giding Giding Giding Giding	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding lake of from the agricultural strain. To minimise the effects of a crossward rise interface of the art of at an angle to the lot to strip! It less off the crossward in the probable of the	Subst. Subst. Minor Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	* The aircraft landed in the Woodlands Gelf Course. Capt Ken PURNELL (7) G. George TRAMINS (7) G. George TRAMINS (7) S. Capt Sen Purson
CWK RWX? MVA REL? KVY? TVK DQN DPN BHC? GMD? AVK	Piper Cessna Victa Piper Piper Cessna (Vickers) Auster Initia 31 Cessna Hughes Cessna (Scheeder) Piper Cessna Piper	PA23/140 [PA.28-140] [PA.28-14	02.10.68. 05.10.68. 06.10.68. 06.10.68. 08.10.68. 10.10.68. 13.10.68. 13.10.68. 20.10.68. 20.10.68.	near Peak Nill near Moorabbin (serodrome) (Insid approach to Runway 35) Wyalkatchem (serodrome) Warnambool (serodrome) Warnambool (serodrome) Moorabbin (serodrome) Sydney (serodrome) Sydney (serodrome) near Koo Wee Rup near Ceduna Moorabbin (serodrome) Brampton Island (sirstrip) Gawler (serodrome) Gawler (serodrome) ["Bon Accord" Str.] Darwin (serodrome) near Toowoomba	SE Melbourne SE Melbourne NE Mackay	NSW VIC WA QLD VIC VIC NSW VIC SA VIC QLD SA QLD NT	PYT/Day PYT/Day Tmg/Day PYT/Day Tmg/Day PYT/Day Tmg/Day Tmg/Day Tmg/Day Tmg/Day Tmg/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day Tmg/Day (Osal) PYT/Day Gidding CHTR/Day Tmg/Day (Sold) Ag/Day	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding lake off from the agricultural story consorted the policy interest of a crossward the process of the story of the process of the process of the process of the process of the story of the story of the process of the process of the story o	Subst. Subst. Minor Dest. Subst.	* The aircraft landed in the Woodlands Gelf Course. Capt Ken PURNELL (7) G. George TRAMINS (7) G. George TRAMINS (7) S. Capt Sen Purson
CWK RWX7 MVA REL? KVY7 TVK DQN DPN BHC? GMX7 AVK GNX7 KLB? CQG7 DQG7 DNR?	Piper Cessna Victa Piper Cessna [Victers] Auster [Mickers] Hughes Cessna [schneder] Piper Cessna Piper Cessna	PA23/140 [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [Particle*] 1826 [Patrone*] PA23/140 [PA.28-140] [Particle*] 310 Viscount 756 [Viscount 756 [Particle*] 182 (c) 182 (c) 182 (c) 182 (c) PA23/150 [PA.28-250]	02.10.68. 05.10.68. 06.10.68. 06.10.68. 08.10.68. 10.10.68. 10.10.68. 10.10.68. 20.10.68. 20.10.68. 20.10.68.	near Peak Hill near Moorabbin (serodrome) (final approach to Runway 35) (final approach to Runway 35) Wyalkatchem (serodrome) Maroochydore (serodrome) Warnambool (serodrome) Moorabbin (serodrome) Sydney (sirport) near Koo Wee Rup near Ceduna Moorabbin (serodrome) Brampton Island (serstrip) Gawler (serodrome) ("Bon Accord" Stn.) Darwin (serodrome) near Toowoomba	SE Melbourne SE Melbourne NE Mackay	NSW VIC VIC VIC VIC VIC VIC SA VIC GLD SA GLD SA GLD SA	PYT/Day PYT/Day PYT/Day Trng/Day PYT/Day PYT/Day Trng/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day Could PYT/Day PYT/Day PYT/Day Could PYT/Day Giding CHTR/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding lake of from the agricultural story consumers the effects of a rossward result in the probability of the probabilit	Subst. Subst.	* The aircraft landed in the Woodlands Gelf Course. Capt Ken PURNELL (7) G. George TRAMINS (7) G. George TRAMINS (7) S. Capt Sen Purson
CWK RWX? MVA REL? KVY? TVK DQN DPN BHC? GMD? AVK	Piper Cessna Victa Piper Piper Cessna (Vickers) Auster Initia 31 Cessna Hughes Cessna (Scheeder) Piper Cessna Piper	PA23/140 [PA.28-40] [PA.28-40] [PA.28-40] [Cheedee] [Systeme*] PA23/140 [PA.28-40] [PA.28-40] [PA.28-40] [PA.28-40] [PA.28-40] [Pa.2	02.10.68. 05.10.68. 06.10.68. 06.10.68. 08.10.68. 10.10.68. 13.10.68. 13.10.68. 20.10.68. 20.10.68.	near Peak Nill near Moorabbin (serodrome) (Insid approach to Runway 35) Wyalkatchem (serodrome) Warnambool (serodrome) Warnambool (serodrome) Moorabbin (serodrome) Sydney (serodrome) Sydney (serodrome) near Koo Wee Rup near Ceduna Moorabbin (serodrome) Brampton Island (sirstrip) Gawler (serodrome) Gawler (serodrome) ["Bon Accord" Str.] Darwin (serodrome) near Toowoomba	SE Melbourne SE Melbourne NE Mackay	NSW VIC WA QLD VIC VIC NSW VIC SA VIC QLD SA QLD NT	PYT/Day PYT/Day Tmg/Day PYT/Day Tmg/Day PYT/Day Tmg/Day Tmg/Day Tmg/Day Tmg/Day Tmg/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day Tmg/Day (Osal) PYT/Day Gidding CHTR/Day Tmg/Day (Sold) Ag/Day	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding lake off trom the agricultural score occurred has the lateral to the control of the process of the pr	Subst. Subst. Minor Dest. Subst.	* The aircraft landed in the Woodlands Gelf Course. Capt Ken PURNELL (7) G. George TRAMINS (7) G. George TRAMINS (7) S. Capt Sen Purson
CWK RWX7 MVA REL? KVY7 TVK DQN DPN BHC? GMX7 AVK GNX7 KLB? CQG7 DQG7 DNR?	Piper Cessna Victa Piper Cessna [Victers] Auster [Mickers] Hughes Cessna [schneder] Piper Cessna Piper Cessna	PA23/140 [PA.28-140] [Pa.28-140] [Pa.28-14	02.10.68. 05.10.68. 06.10.68. 06.10.68. 08.10.68. 10.10.68. 10.10.68. 10.10.68. 20.10.68. 20.10.68. 20.10.68.	near Peak Hill near Moorabbin (serodrome) (final approach to Runway 35) (final approach to Runway 35) Wyalkatchem (serodrome) Maroochydore (serodrome) Warnambool (serodrome) Moorabbin (serodrome) Sydney (sirport) near Koo Wee Rup near Ceduna Moorabbin (serodrome) Brampton Island (serstrip) Gawler (serodrome) ("Bon Accord" Stn.) Darwin (serodrome) near Toowoomba	SE Melbourne SE Melbourne NE Mackay	NSW VIC VIC VIC VIC VIC VIC SA VIC GLD SA GLD SA GLD SA	PYT/Day PYT/Day PYT/Day Trng/Day PYT/Day PYT/Day Trng/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day Could PYT/Day PYT/Day PYT/Day Could PYT/Day Giding CHTR/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding lake off from the agricultural store. Description is the process of the	Subst. Subst.	* The aircraft landed in the Woodlands Gelf Course. Capt Ken PURNELL (7) G. George TRAMINS (7) G. George TRAMINS (7) S. Capt Sen Purson
CWK RWX7 MVA REL? KVY7 TVK DQN DPN BHC? GMX7 AVK GNX7 KLB? CQG7 DQG7 DNR?	Piper Cessna Victa Piper Cessna [Victers] Auster [Mickers] Hughes Cessna [schneder] Piper Cessna Piper Cessna	PA23/140 [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [PA.28-140] [Pa.28-140] [Pa.28-140] [Pa.28-140] [Pa.28-140] [Pa.28-140] [Pa.28-140] [Pa.28-140] [Pa.28-140] [Pa.28-140] [Pa.28-140] [Pa.28-140] [Pa.28-140] [Pa.28-140] [Pa.28-15	02.10.68. 05.10.68. 06.10.68. 06.10.68. 08.10.68. 09.10.68. 10.10.68. 11.10.68. 11.10.68. 20.10.68. 20.10.68. 21.10.68. 21.10.68. 21.10.68. 21.10.68.	near Peak Hill near Moorabbin (serodrome) (final approach to Runway 35) (timal approach to Runway 35) Wyalkatchem (serodrome) Maroochydore (serodrome) Warraambood (serodrome) Moorabbin (serodrome) Sydney (sirport) near Koo Wee Rup near Ceduna Moorabbin (serodrome) Brampton Island (serotrop) Brampton Island (serotrop) Gawler (serodrome) ("Bon Accord" Stn.) Darwin (serodrome) near Toowoomba Walkerie near Goroka	SE Melbourne NE Mackay NE mear Dalby (in each Vr)	NSW VIC WAA QLD VIC VIC NSW VIC SA VIC GLD NT GLD SA PNG	PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day RPT/Day RPT/Day RPT/Day RPT/Day RPT/Day RPT/Day RPT/Day RPT/Day PVT/Day Trag/Day Glading CVTR/Day PVT/Day CVTR/Day PVT/Day CVTR/Day PVT/Day CVTR/Day PVT/Day CVTR/Day PVT/Day CVTR/Day PVT/Day CVTR/Day PVT/Day CVTR/Day PVT/Day CVTR/Day PVT/Day CVTR/Day	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding lake of from the agricultural story counter that the counter of the process of the pro	Subst. Subst. Minor Dest. Subst.	* The aircraft landed in the Woodlands Gelf Course. Capt Ken PURNELL (7) G. George TRAMINS (7) G. George TRAMINS (7) S. Capt Sen Purson
CWK RWX7 MVA REL? KVY7 TVK DQN DPN BHC? GMX7 AVK GNX7 KLB? CQG7 DQG7 DNR?	Piper Cessna Victa Piper Cessna [Victers] Auster [Mickers] Hughes Cessna [schneder] Piper Cessna Piper Cessna	PA23/140 [PA.28-140] [Pa.28-140] [Pa.28-14	02.10.68. 05.10.68. 06.10.68. 06.10.68. 08.10.68. 09.10.68. 10.10.68. 11.10.68. 11.10.68. 20.10.68. 20.10.68. 21.10.68. 21.10.68. 21.10.68. 21.10.68.	near Peak Hill near Moorabbin (serodrome) (final approach to Runway 35) (timal approach to Runway 35) Wyalkatchem (serodrome) Maroochydore (serodrome) Warraambood (serodrome) Moorabbin (serodrome) Sydney (sirport) near Koo Wee Rup near Ceduna Moorabbin (serodrome) Brampton Island (serotrop) Brampton Island (serotrop) Gawler (serodrome) ("Bon Accord" Stn.) Darwin (serodrome) near Toowoomba Walkerie near Goroka	SE Melbourne NE Mackay NE mear Dalby (in each Vr)	NSW VIC WAA QLD VIC VIC NSW VIC SA VIC GLD NT GLD SA PNG	PVT/Day PVT/Day PVT/Day Trng/Day PVT/Day PVT/Day PVT/Day PVT/Day RPT/Day RPT/Day Trng/Day (Oxal) PVT/Day Trng/Day (Oxal) PVT/Day Trng/Day (Oxal) PVT/Day Trng/Day (Oxal) PVT/Day Trng/Day (Oxal) PVT/Day Trng/Day (Oxal) PVT/Day Trng/Day (Oxal) RPT/Day RPT/Day RPT/Day Trng/Day (Oxal) Ref Day RPT/Day RPT/Day Trng/Day RPT/Day	previously whereit and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding lake of from the agricultural strong control to the control of the cont	Subst. Subst. Minor Dest. Subst.	* The aircraft landed in the Woodlands Gelf Course. Capt Ken PURNELL (7) G. George TRAMINS (7) G. George TRAMINS (7) S. Capt Sen Purson
CWK RWX7 MVA REL? KVY7 TVK DQN DPN BHC? GMX7 AVK GNX7 KLB? CQG7 DQG7 DNR?	Piper Cessna Victa Piper Cessna (Victors) Autori Autori Gesona Kuphes Cessna Fiper Cessna Fiper Cessna Fiper Cessna Fiper Cessna Fiper Cessna Fiper Cessna Fiper Cessna	PA23/140 [PA-28-140] [PA	02.10.68. 05.10.68. 05.10.68. 05.10.68. 05.10.68. 05.10.68. 10.10.68. 110.10.68.	near Peak Nill near Moorabbin (serodrome) (Insid approach to Runway 35) (Wyalkatchem (serodrome) Wyalkatchem (serodrome) Maroochydore (serodrome) Maroochydore (serodrome) Moorabbin (serodrome) Sydney (serport) near Koo Wee Rup near Ceduna Moorabbin (serodrome) Brampton Island (serstrip) Gawler (serodrome) ("Sen Accord" Str.) Darwin (serodrome) near Toovoomba Walkerie near Goroba Brampton Island (serstrip)	SE Melbourne NE Mackay NE mear Dalby (in ear Vr)	NSW VIC WA QLD VIC VIC VIC SA VIC GLD ST GLD NT GLD NSW NSW NSW	PYT/Day PYT/Day Trng/Day Trng/Day PYT/Day PYT/Day Trng/Day Trng/Day Trng/Day Trng/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day PYT/Day Ing/Day Giding GHR/Day PYT/Day Trng/Day GHR/Day PYT/Day Trng/Day GHR/Day PYT/Day Trng/Day GHR/Day PYT/Day Trng/Day Gyday PYT/Day Trng/Day Gyday Trng/Day Gyday Trng/Day Gyday Trng/Day Gyday Trng/Day Gyday Trng/Day Gyday Trng/Day Gyday Trng/Day Trng/Day Trng/Day Trng/Day Trng/Day Trng/Day Trng/Day Trng/Day Trng/Day Trng/Day	previously sheared and the tyre and wheel rim damaged. This damage probably occurred as a result of impact with some object during the preceding lake of from the agricultural story consumed the process of the process	Subst. Subst.	* The aircraft landed in the Woodlands Gelf Course. Capt Ken PURNELL (7) G. George TRAMINS (7) G. George TRAMINS (7) S. Capt Sen Purson
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MVJ?	Victa	115	04.11.68.	Tyabb [aerodrome]		VIC	PVT/Day	The pillot misjudged the landing approach and the aircraft did not touch down until more than half way along the strip. When unable to stop in the distance	Subst.	
KBI?	Auster	["Airtourer"] J1/B	05.11.68.	Moorabbin [aerodrome]		VIC	PVT/Day	remaining the pilot initiated a swing and the aircraft ran off the strip then into a ditch. When the aircraft ballooned on level off, the pilot applied engine power to control the descent but misjudged the aircraft's height and closed the throttle too soon.	Subst.	
STB?	Cessna	[J.18 "Aiglet"] 182D	05.11.68.	near Collinsville	["Strathmore Stn."?]	QLD	PVT/Day	The aircraft landed heavily, collapsing the landing gear. During an approach just before last light, the pilot misjudged his height above a car positioned on the strip centreline with the headlights illuminating the landing	Subst.	
0.2	[Cobmoided]	KA-6	08.11.68.	near Euroa	NE Melbourne	MC.	Gliding	direction. The landing gear struck the car and was dislodged. When committed to an outfield landing the pilot selected a field but, at a late stage he saw that the intended landing path was covered with high grass. He	Cubes	
<u></u>	(Schilleider)	[ES-Ka6] [Glider]	08.11.08.	ileal Edioa	NE WEIDOUTTE	VIC	Gilding	attempted a turn at low level towards a more favourable area but a wing tip struck the ground and the glider landed heavily.	Suusi.	
ATG	Cessna	206 ["Showaroo"]	11.11.68.	"PNG" [*]		PNG	CHTR/Day	The aircraft departed on a 20 minute cargo flight but failed to arrive at its destination. An extensive air search failed to locate it. The tops of two mountain ranges across the aircrafts intended track were onscured by cloud at the time of the flight but the intervening valley was clear.	Dest.	Pilot: Richard KOMAREK. [Post script: Wreckage located some two years later.] [*] Departed Vanimo for the Imonda Patrol Post 60 nm away. Owned: Aerial Tours
RGL?	Cessna	210	12.11.68.	near Eugowra		NSW	CHTR/Day	When attempting to climb in moderate convective turbulence in an area confined by cumulo form cloud, the pilot failed to maintain a safe airspeed and lost control of the aircraft. A wing dropped suddenly and in the ensuing dive and recovery, the design stress limits were exceeded and both maintainas were damaged.	Subst.	[] Departed Valinito for the infolida Patrol Post of fill away. Owned. Aerial Tobis
FDY?	Piper	PA32/260	13.11.68.	Bulloo Downs	[nr Newman?]	WA	AWK/Day	The pilot misjudged the landing approach and the aircraft touched down well beyond the threshold. It overran the strip and the nosewheel rode over a low embank-	Subst.	
		[PA-32-260] ["Cherokee Six"]						ment allowing the rear of the fuselage to strike the ground heavily.		
CLP?	Beech	E50 ["Twin Bonanza"]	13.11.68.	Katherine [aerodrome]		NT	RPT/Day	When the outer wheel bearing of the starboard main landing gear failed from lack of lubrication, the wheel moved on the axie during the take off run and became misaligned. On retraction after lift off, the misaligned wheel jammed, failing the actuating mechanism, and then fell back to the down and locked position. When	Subst.	
CTS	[DeHavilland]	DH-104	17.11.68.	[Lovely Banks airfield]	near Geelong	VIC	Trng/Day	unable to get a safe landing indication, the pilot landed the aircraft with the other wheels retracted. The instructor had little recent experience on the aircraft type and when demostrating a landing in turbulent crosswind conditions he levelled off too high. The	Subst	Pilot: J.L.W.(Jack) ELLIS.
CIS	(Deriumanu)	[D.H.104 Mk.5] ["Dove"]	17.11.00.	(covery during uniteral)	near deciding	VIC	(Dual)	right wing dropped and the aircraft landed heavily on one wheel while drift was still present. The main spar was damaged and a wing tip displaced rearwards.	Julya.	A HOUSE ASSESSMENT SERVICES
	Cessna	210	19.11.68.	near Black Springs	[W Armidale]	NSW	CHTR/Day	The pilot attempted to land the aircraft on an area which was of inadequate length. After touchdown, he found the brakes ineffective on the wet grass and initiated a ground loop but the aircraft slid through the boundary fence and the landing gear collapsed.	Subst.	
КНН	Cessna	172 [G]	20.11.68.	near Gloucester		NSW	PVT/Day	While the pilot was checking the controls after run up in preparation for take off, a wind gust, probably a willy willy, lifted the port wing and then overturned the	Subst.	
RGX	Cessna	172A	20.11.68.	Esperance [aerodrome]		WA	Trng/Day	aircraft. During crosswind landing practice the aircraft touched down firmly and became airborne again. The student did not apply power to assist in the recovery and during	Subst.	
RWX?	Cessna	182G	22.11.68.	Jandakot (aerodrome)		WA	(Solo) N/K	the three bounces which followed the nose gear collapsed. A daily inspection revealed significant buckling and creasing of the firewall and damage to the nose gear attachments. The damage was consistent with that resulting	Subst.	
RWP	Cessna	150G	23.11.68.	landakot [aerodrome]		WΔ	Trng/Day	from a heavy landing on the nose gear. It could not be established on which flight the damage occurred. On his first solo flight the student advanced the throttle during the approach but the engine failed to respond. In the ensuing forced landing in a confined area the	Subst	
NVVF	Cessila	1300		Januakot (aerouronie)		WA	(Solo)	aircraft ran into trees on the landing roll. No reason could be found for the failure of the engine to respond.	Suost.	
PYA?	Piper	PA28/140 [PA-28-140]	23.11.68.	near Mackay		QLD	PVT/Day	After the aircraft had touched down on one wheel the pilot applied the hand operated brakes and a swing commenced. He corrected with opposite rudder thereby deflecting the nosewheel which then contacted the ground. A swing in the opposite direction developed rapidly and the nose gear collapsed.	Subst.	
FJQ	Bell	["Cherokee"] 47G3B1	24.11.68.	near Olsobip		PNG	CHTR/Day	Almost immediately after lift off from a pad 4500 feet AMSL, the helicopter began to lose height at a constant rate until it struck trees and crashed into a stream.	Dest.	Canberra Times report: The helicopter was operating in the West Sepik district
IAV?	Piper	[47G-3B1] PA28/140	26.11.68.	Camden [aerodrome]		NSW	PVT/Day	Under the prevailing circumstances the helicopter should have been capable of positive climb. No reason has been found for the reduced performance. Following a touchdown on the main wheels the pilot did not ensure that the nosewheel was properly aligned with the strip. When the nosewheel contacted the	Subst.	surveying in the Victor Emanuel Ranges.
		[PA-28-140] ["Cherokee"]				1	.,,	ground the aircraft commenced a swing, which the pilot failed to correct, and the nose gear collapsed.		
DDA/2	Beech	B23	27.11.68.	near Enngonia	[Burrawantie Homestead]	NSW	CHTR/Day	The aircraft ballooned during the level off but the pilot failed to take correct recovery action and all three wheels were dislodged in the heavy landing which	Subst.	
		[A23-24] ["Musketeer Super"]						followed.		
GKA?	Beech	95/B55 [95-B55]	28.11.68.	Laiagam [airstrip]		PNG	CHTR/Day	When alerted to an unsafe landing gear indication, the pilot did not carry out proper checks to ensure that the gear was extended and it collapsed on touch down. A cargo net was found to have enmeshed the manual extension handle, which was in the "engaged" position. This restricted its movement and the circuit breaker	Subst.	
GNB?	[Schneider]	KA-6	28.11.68.	Red Cliffs		VIC	Gliding	functioned before the gear had extended. When he encountered an area of rapid sink on a cross-country flight, the pilot delayed the selection of a landing area until only a school playground remained	Subst.	
		[ES-Ka6] [Glider]				1		accessible. The playground contained obstructions and the pilot was unable to avoid touching down on a robust wire mesh fence.		
	Piper	PA25/235 [PA-25-235]	29.11.68.	near Burra		SA	Ag/Day	Three markers were used for each spray run in view of the undulating nature of the terrain. On the 36th run the middle marker was slow to move and was struck by the landing gear.	Minor	
GFH?	Vogt *	LO 150	01.12.68.	near Wodonga		VIC	Gliding	For an outfield landing the pilot selected a field of inadequate length and with high trees at the approach end. The glider touched down in the middle of the field,	Dest.	* Also recorded as a "Brockmeier Sportflugzeugbau Lo 150" Launched from Corowa for a 'Silver C' flight.
AGC?	[DeHavilland]	[Lo 150] DH84	01.12.68.	West Maitland		NSW	PVT/Day	bounced, and then flew to the end of the field where it collided with a tree. During takeoff in slight downwind conditions, the pilot lifted the aircraft into the air prematurely and it commenced a swing to the right which he did not control.	Subst.	Launched from Corowa for a 'Silver C' flight.
RHH?	Beech	[DH-84] B35 [?}	03.12.68.	near Hillston	["Tholloloboy Station?]	NSW	PVT/Day	He abandoned the take off and, on touchdown, the aircraft groundlooped. Before landing the pilot carried out the cockpit checks from memory and omitted to extend the landing gear. As the aircraft levelled off the warning horn sounded	Subst.	
TEK	Cessna	[D35?] 172A	03.12.68.	near Muttaburra	[near Hillston] ["Verastan Station"]	QLD	PVT/Day	but it was too late for a go around and a landing was made with the gear retracted. Shortly after taking off for an aerial inspection of a property, the aircraft was seen to turn towards a hill when flying at a height of approximately 200 feet above the	Dest	
TEN.		269B	04.12.68.		(version station)			ground. It descended to a height of 80 feet or so then levelled out and, with the engine developing considerable power, flew into the face of the hill.	DUA.	
ING	Hughes	2698		near Simbai		PNG	PVT/Day	While climbing towards a saddle in elevated terrain the pilot overpitched and the helicopter commenced to sink. He turned towards an open area and attempted to regain engine RPM to slow down the descent but was not successful and the helicopter made a heavy landing short of the selected area.	Dest.	
	Cessna	182	06.12.68.	Tailem Bend		SA	PVT/Day	The pilot made an aerial inspection but selected a landing area which was significantly below standard in respect of available width. After touchdown the aircraft ran into rocks situated along its edge.	Subst.	
CAI?	Swearingen	Merlin IIB [SA-26AT]	06.12.68.	Wagga [aerodrome]		NSW	PVT/Day	The aircraft was engaged in flight testing to establish performance data for the type and several landings had been completed successfully. On the second landing at a higher weight than previously the pilot misjudged the level off and the aircraft landed heavily.	Subst.	
RLG?	Cessna	182C	06.12.68.	Singleton [aerodrome]		NSW	PVT/Day	When the aircraft touched down well into the landing area, the pilot initiated a go around but delayed the lift off until too late to avoid two posts of the boundary fence.	Subst.	
EFD?	Cessna	172H [A1]	07.12.68.	Mukili		PNG	Trng/Day (Dual)	The pilot was undergoing conversion onto the aircraft type. He made a low misjudged approach which he corrected with more power and less flap than normal but touchdown occurred well beyond the dtrip threshold. Despite heavy braking by both pilots and a steep upslope the aircraft ran through the end of the strip.	Subst.	
ST_?	Piper	PA28	07.12.68.	Cambridge [aerodrome]		TAS	Trng/Day (Solo)	Notes that the expense are expense are every meaning by our pinus area as every upsnope are artical that introgen the even of the sorts. When landing in gusty wind conditions the pilot approached at an airspeed which did not provide any margin for gusts. As he levelled off the airspeed rapidly decreased and the aircraft stalled, then landed heavily on the nose gear.	Subst.	
KQG	Cessna	188	07.12.68.	near Taree	[Bunyah]	NSW	(Solo) Ag/Day	While manoeuvring at low level for a spreading run across a narrow valley, the pilot misjudged his height and the port mainplane was form off when the aircraft	Dest.	
RSJ	Victa	[A188 "AgWagon"] 100	08.12.68.	Camden [aerodrome]		NSW	Trng/Day	struck a tree. The student aborted the take off near lift off speed but failed to close the throttle fully. With the engine developing considerable power he was unable to stop the	Subst.	
TUG	[DeHavilland]	["Airtourer"]	08.12.68.	Cunderdin (aerodrome)		WΔ	(Solo)	aircraft in the distance remaining and it can through the boundary fence. The aircraft was parked with the brakes applied but the wheels were not chocked. The passenger was not a qualified pilot. He had been instructed to adjust the	Subst	
.56	(Schwildin)	[DHC-1 Mk.T10]	00.12.00.	Camaciani (actualonie)		vin.	AWNIDAY	throttle should it be necessary, after the pilot had hand started the engine. As the pilot moved back to the cockpit after start-up the passenger advanced the throttle	Suust.	
WPC?	Cessna	182[E]	09.12.68.	near Blayney		NSW	PVT/Day	and the aircraft moved forward and struck a glider then came to rest in a ditch. Following a badly misjudged approach, the pilot delayed the decision to go round until after the aircraft had touched down near the end of the one way strip. The	Subst.	
TGO?	Piper	PA-28-235	09.12.68.	near Wee Waa		NSW	PVT/Day	aircraft failed to gain flying speed before over-running the strip onto rocky ground. During an approach in gusty turbulent conditions, the pilot controlled the descent to avoid a power line of which he was aware but could not see. The aircraft struck	Subst.	
	Piper	PA25/235	11.12.68.	near Ingham		QLD	Ag/Day	the wires and fell to the ground. With the fuel guages reading 'Empty', the pilot made a visual inspection of the fuel level in the tanks and decided to make three more spreading runs. After the	Subst.	
CAZ?	Cessna	[PA-25-235] 310C	12.12.68.	Port Macquarie [aerodrome]		NSW	PVT/Day	third take-off the engine lost power from fuel starvation and the pilot landed the aircraft in the tops of trees at low speed. While on practice circuits and landings, the pilot initiated the selection of the landing gear to the down position but did not ensure from the indicators in the cockpit	Subst	
		PA25/235	12.12.68.	near Wee Waa		NSW		while or plactice circuits and latinuings, the pinor intended the secretary of the latinuing gent to the coloring position but due into chain entire intended in the secretary of the latinuing gent to the coloring position but due in the chain entire intended in the latinuing and a secretary position. When his vision was impaired because of sunglare, the pilot was unable to see the power lines known to cross the sparay path. He incorrectly estimated their	Cbes	
	Piper	PA25/235 [PA-25-235]	12.12.08.	near wee Waa		HOW	Ag/Day	When his vision was impaired because of sungiare, the pilot was unable to see the power lines known to cross the sparay path. He incorrectly estimated their position and they became entangled in the landing gear. The aircraft lost airspeed and then fell to the ground.	Subst.	
RFN?	Cessna	["Pawnee"] 1808	13.12.68.	Ebor	SW Grafton	NSW	Ag/Day	following the failure of a split pin, which had been substituted for a clevis pin in the tail wheel rear spring support fitting, the tail wheel became misaligned. The	Subst.	
DIS?	Cessna	["Skywagon"] 172 [E]	14.12.68.	near Moss Vale		NSW	PVT/Day	pillot was unable to prevent the aircraft from ground looping. After touching down in a crosswind, the pillot failed to maintain directional control. He initiated a go round but abandoned it upon becoming apprehensive of the	Subst.	
DBT?	Cessna	182E	16.12.68.	Mildura [aerodrome]		VIC	PVT/Day	clearance above power lines ahead, and the aircraft over-ran the strip into a fence On touchdown, the nose wheel fork failed at the junction with the strut, probably as a result of previous damage consistent with heavy landing loads.	Subst.	
DSI2	Cessna	182L	18.12.68.	French island	SSF Melhourne	vic	PVT/Day	The circumstances contributing to the previous damage could not be determined. During a practice circuit and landing, the pilot made a "short field" approach but misjudged the flare and landed heavily. An external inspection by the passenger	Subst	
EFZ?		["Skylane"]			33E Melbourne	VIC	rv I/Day	who was also a pilot, did not reveal any damage but buckling of the firewall, bulkhead, and belly skin was found next day by maintenance personnel.	Subst.	
	Piper	PA25/235 [PA-25-235]	18.12.68.	near Northam		WA	Ag/Day	The pilot states that a complete loss of engine power occurred when the aircraft had travelled one third of the take off distance. He abandoned the take off but, despite braking and dumping the load, the aircraft over-ran the end of the strip. No reason for the power loss could be established.	Subst.	
DCC	Yeoman	YA/250 [YA1/250]	21.12.68.	near Holbrook		NSW	Ag/Day	When the hydraulic brake line became detached from the starboard brake unit, the pilot lost directional control on the take off run and the aircraft ground looped. A non-standard method had been used to repair the hydraulic line.	Subst.	* Date also reported as '20.12.68.'
	Cessna	["Cropmaster"] 1858	24.12.68.	Mullanunya Springe [aircario]		NT	PVT/Day	After touching down in slight crosswind conditions the aircraft ran straight for approximately 300 feet but then began a swing to port. The pilot did not take	Subst.	
CMV		["Skywagon"]		Mullapunya Springs [airstrip]				adequate corrective action and the swing developed, collapsing the starboard landing gear and shearing the tail [wheel] spring tube.	Subst.	
CMV		210D ["Centurion"]	27.12.68.	[near] Wilcannia		NSW	PVT/Day	Both pilots had consumed a quantity of alcohol during the 7% hours before the flight. The pilot in command allowed the other pilot, who was inexperienced on the type, to fly the aircraft. After take off the aircraft flew to a town where it made several steep turns at low level and then returned towards the aerodrome. At a point	Dest.	Aviation Safety Digest number 63 refers.
POP	Cessna	[Centunon]			i e	1	1	one mile from the aerodrome, the aircraft entered a steep turn to the left, lost height, and the port wing struck the ground.		
POP GFR?	Cessna [Schleicher]	K-7	28.12.68.	Grassdale	W Hamilton	VIC	Gliding	During solo practice circuits, the pilot levelled off too high and the glider touched down heavily. It bounced and made a second heavy touchdown in which the	Subst.	
POP GFR?	Cessna [Schleicher]		28.12.68.	Grassdale	W Hamilton	VIC	Gliding	During slot of practice circuits, the juint levelled off too high and the gloter founced down heavely. It bounced and made a second heavy founchown in which the flower funcilege was damaged. The pilot elected to take off in a direction which, by virtue of trees up to 50 feet high on the boundary, did not provide a flight path which was within the perform-	Subst.	

Cessna							tree and crashed.		
	1720	28.12.68.	near Eildon		VIC		Following the application of power the aircraft failed to accelerate as expected. The pilot did not decide to abandon the take-off until reaching a point beyond which inadequate stopping distance remained and the aircraft collided with the boundary fence. After the accident the prevailing wind was found to provide a downwind component in the selected take off direction.	Subst.	
[C.A.C.]	CA-28 ["Ceres C"]	30.12.68.	near Walcha		NSW		The engine lost power because of water ingestion shortly after taking off on the second flight following refuelling and, in the ensuing forced landing, the aircraft overturned. It could not be determined why the presence of water was not detected during the preflight water check.	Subst.	
Cessna	182 [L]	30.12.68.	Cootamundra [aerodrome]		NSW			Subst.	
Bell	47G2 [47G-2]	31.12.68.	Roma [aerodrome]		QLD		abandoned the take off. The helicopter touched down heavily and the main rotor flexed and severed the tail boom. The pilot was not aware of the local wind	Subst.	
[Vickers]	Viscount 720C	31.12.68.	near Port Hedland		WA		separated from the remainder of the aircraft. The main spar lower boom had failed as a result of fatigue cracking which was induced by the insertion, at some earlier	Dest.	
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	Cessna Bell	["Ceres C"] Cessna 182 [L] Bell 47G2 [47G-2]	(*Ceres C*) Cessna 182 (L) 30.12.68. Bell 47G2 [47G-2] 31.12.68.	Ceres C'	"Ceres C"	"Ceres C"	Ceres C	Cores C	Cores CT Overturned Lood not be determined why the presence of water was not detected during the perclipit water check.