	D.	C.A. CRASH RE	EPORTS	1956 TO 1968.	(Text In Blue Indicates In	nported Da	ta.)			
REG.	TYPE	MODEL	DATE	LOCATION.	NEAREST TOWN	STATE	FLT.TYPE	DETAILS OF ACCIDENT	Damage	Remarks
MMC	Avro	Anson	06.01.56.	Near	Nerrima	WA	AWK	When on final approach for landing both engines failed due to fuel starvation which resulted from mismanagement by the pilot. The aircraft forced landed short of the strip, the port wing striking a tree.	Subst.	
	Auster	J/SB	06.01.56.	Mt.Gambier Aerodrome	Mt.Gambier	SA	PVT	The ancient office annies affort or meaning, the port wing authority as tree. When nearing the end of the landing roll the aircraft entered an unserviceable area and overturned. The area was not adequately marked	Jubst.	
								and the pilot was unaware of its existence.	Subst.	
uus	DeHav.	83	11.01.56.	Near	Taroom	QLD	Ag/Day	Soon after take-off in hot sultry conditions and high winds, the aircraft lost height and struck the ground. The cause of the accident was lack of experience on the part of the pilot on aircraft type and prevailing conditions.	Subst.	
DDT	DeHav.	82	11.01.56.		Longreach	QLD	Trng.	During an attempted go-around following an overshoot the aircraft struck the ground and nosed over. Due to inexperience the pilot		
								misjudged the height above the ground during the go-around.	Subst.	
BZA	Douglas.	DC-3	12.01.56.	Frederick Henry Bay	Hobart	TAS	CHTR./NITE	After completing an instrument approach through low cloud to Hobart Airport, the aircraft struck the water in the normal flying attitude. The probable cause was that the pilot relied on inadequate external references for determining altitude and paid insufficient attention		
								to the instruments.	Dest.	
KBD	Auster	J/5 J/1B	15.01.56. 15.01.56.	Bankstown Aerodrome Goulburn Aerodrome	Bankstown	NSW NSW	Pvt.	Whilst climbing out on a missed approach, the aircraft struck trees and crashed due to the pilots selection of an obstructed flight path.	Subst.	
BKF	Auster DeHav.	3/1B 82	17.01.56.	Near	Goulburn Walcha	NSW	Trng. Ag/Day	During recovery from a poor landing the propellor struck the ground resulting from the pilots misuse of the controls. The aircraft stalled and crashed from a height of 50 feet whilst manoeuvring for spraying run. The accident resulted from the failure of the		
								failure of the pilot to maintain adequate height above the terrain in turbulent conditions.	Dest.	
RVP	DeHav.	82	22.01.56.	Near	Beaufort	VIC	Trng.	In effecting a recovery from a gliding turn, executed during flying practice, the aircraft developed a spin and struck the ground. The pilot did not take proper corrective action possibly because of his failure to recognise the spin.	Doct	Possibly BOG/RVK or RVP.
AIQ	C.A.C.	Wackett	03.02.56.	Near	Tenterfield	NSW	PVT	The pilot, who was not instrument rated, lost control when flying in mountainous terrain under prohibitive weather conditions for visual	Dest.	Possibly Bod/kvk of kvr.
								flight.	Dest.	
MMG	Avro	Anson	04.02.56.	Hawkestone Peak	Derby	WA	AWK/NITE	The aircraft was on an urgent medical flight and crashed after encountering a thunderstorm of such severity that control could not be maintained. A contributing factor was the error of judgement on the part of the pilot in attempting the flight under the existing weather		
								instruction. A continuously factor was the error of pagement of the process the process attempting the right 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		
DDA	DeHav.	82	16.02.56.	Near	Toodyay	WA	Ag/Day	starboard tyre. During the takeoff the pilot lost directional control when superphosphate blew into his eyes. In an endeavour to avoid an obstruction the	Subst.	
		J.						pilot deliberately ground looped the aircraft and it overturned.	Subst.	
AFJ	DeHav.	82	21.02.56.	Strezlecki Ranges (AHSA)	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.
	Auster	J/5	01.03.56.	Near	Forsayth	QLD	AWK.	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 accident.	Subst.	
	Fairchild	24	01.03.56.		Gunnedah	NSW	CHTR.	Nearing completion of the landing run the aircraft entered a washaway not seen by the pilot. Accident resulted from lack of care.	Subst.	VH-AKZ OR VH-AVN (G.G. INFO)
$\vdash \exists$	DeHav.	82	04.03.56.	Near	Walcha	NSW	PVT	Whilst engaged in unauthorised low flying, the aircraft entered a valley and was unable to outclimb rising terrain.	Subst.	
	DeHav.	82	05.03.56.		Parafield	SA	Trng.	Whilst taxying to the hangar after landing a thunderstorm wind squall 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.	
\vdash	DeHav.	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. Havinf misjudjed the	Subst.	
								approach, the pilot delayed the overshootprocedure beyond the stage where the aircraft could outclimb obstructions.		
AGP	C.A.C.	Wackett	09.03.56.		Morwell	VIC	PVT/Day	When performing an unauthorised landing in poor visibility and with no flare path, the pilot misjudjed the approach and the aircraft overran the landing area and collided with the boundary fence.	Subst.	
	DeHav.	82	10.03.56.	Near	Foster	VIC	Ag/Day	The pilot landed short of the strip on unsuitable terrain. Damage to the undercarriage caused the aircraft to overturn.	Subst.	
	B.III		47.02.55	T	T	010	T (C-1-	The accident was due to a lack of care.		
	DeHav.	82	17.03.56.	Townsville Aerodrome	Townsville	QLD	Trng/Solo	The aircraft swung during the landing roll and nosed over when the port wheel struck a concrete drain. Attributed to loss of control due to lack of experience.		
AMR	DeHav.	82	18.03.56.		West Swan	WA	PVT/Day	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.	
	Auster DeHav.	J/1B 82	23.03.56.	Near	Brewarrina Milmerran	NSW QLD	CHTR/Day Ag/Day	The aircraft flew into the ground during a circuit of the landing area. Pilot fatigue a possible factor. Cause undetermined. 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.	Subst. Subst.	
	DeHav.	82	28.03.56.	Near	Myponga	SA	Ag/Day	During spraying operations the aircraft forced landed when a downdraught was encountered which precluded the aircraft from outclimbing	Subst.	
	DeHav.	82	29.03.56.	Near	Walcha	NSW	Ag/Day	the rising terrain. The undercarriage collapsed on contact with rough ground. Immediately after take-off the over-loaded aircraft encountered turbulence and failed to climb. During the forced landing, the aircraft stalled,	Subst.	
	Dellav.	02	29.03.30.	IACOI	walciia	NOW	Ag/ Day	ranied and overturned. Considered an error of judgment.	Jubst.	
	DeHav.	82	01.04.56.	Near	Liverpool	NSW	Trng.	On practice forced landing the pupil switched the engine off at low altitude. During the recovery by the instructor, the aircraft stalled onto the	Subst.	
BSY	DeHav.	82	02.04.56.	Near	Hawker	SA	PVT.	ground and overturned. The cause of the accident was inadequate supervision and instruction by the flight instructor. The aircraft struck a ditch and overturned when the engine lost power on take-off due to the failure of several spark plugs.	Subst.	
	Auster	J/5B	02.04.56.	Maylands Aerodrome	Maylands	WA	PVT.	The aircraft went round again after a heavy landing which damaged the undercarriage. On the subsequent landing the undercarriage collapsed.	Subst.	
RAM	DeHav.	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
10-111	Denay.	OZ.		NCU!	Wiccarentiat	90	Ag/ Suy	take-off was probably less than the minimum prescribed.	Subst.	CWILES OF HOUSES
BIF	Avro	Anson	05.04.56.	Tapini Aerodrome	Tapini	PNG	CHTR/Day	The undercarriage collapsed when a swing developed on take-off due to poor take-off technique.	Subst.	
	Auster DeHav.	J5 82	08.04.56. 08.04.56.	Near	Tambo Murrurundi	QLD NSW	PVT. Ag/Day	The aircraft nosed over during the landing roll due to harsh use of brakes. 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	Subst.	
								terrain.		
	Auster	J/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	Proctor	Mk.1	15.04.56.	Near	Killarney	QLD	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.	Subst.	
	Auster	J/5	16.04.56.	Bendick Murrell	Near Young	NSW	PVT	On the landing approach the aircraft drifted toward obstructions. The landing was abandoned but during the go-around the undercarriage struck a fence and the aircraft overturned.	Subst.	DCA report quotes 'Benedick Murrell'
\vdash	Auster	??	18.04.56.	Near	Brisbane	QLD	PVT	The aircraft lost its propeller after striking telephone wires whilst low flying in an unauthorised area.	Subst.	
ACS	DeHav.	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"
\vdash	Cessna DeHav.	180 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. Subst.	
	DeHav.	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	Subst.	
$\vdash \vdash \vdash$	Auster	J/5B	27.04.56.	near Brewarrina aerodrome	Brewarrina	NSW	AWK	wing-tip clearance. 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	Subst.	
L	Auster	1/30	27.04.30.	rical prewarmid deroutoffie	DIEWdIIIId	INDAA	C. SVIII.	pilot to maintain correct airspeed.	Juust.	
	Glider	???	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
\vdash	Auster	J/SF	12.05.56.	Near Broken Hill	Mooleulooloo	SA	PVT	elevator bell crank. Whilst engaged in unauthorised low flying the undercarriage and propellor struck the ground. The aircraft forced landed without further	Subst.	
							<u> </u>	damage. The accident was caused by gross carelessness in handling the aircraft.	1	
	Lockh.	Hudson	23.05.56.	Mascot aerodrome	Sydney	NSW	RPT	The aircraft was substantially damaged after the port tyre blew out following a heavy landing by the First officer. Tha accident was caused by a slow reaction on the part of the Captain.		
	DeHav.	82	24.05.56.	Near	Wellington	NSW	Trng/Solo	On landing the starboard wing struck the ground and the aircraft cartwheeled and overturned. Tha accident was caused by misuse of the	Subst.	
\vdash	DeHav.	82	24.05.56.	Near	Stawell	VIC	Ag/Day	controls due to inexperience. 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.	
	ocnav.	32	24.03.30.	recor.	Juneil	VIC.	-0/007	take-off area.	Juost.	
	DeHav.	82	25.05.56.	Bathurst aerodrome	Bathurst	NSW	PVT	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		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.	
	Doug.	DC-3	28.05.56.	Mascot aerodrome	Sydney	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	Subst.	
$\vdash \vdash \vdash$	Auster	J/1B	30.05.56.	Utopia Station	near Alice Springs	NT	CHTR	free to rotate due to brakes being applied. The cause of the brakes being "on" 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	Subst.	
	Auster				near Airce springs		GIIN	aircraft struck a tree during the landing run.		
	DeHav.	82	02.06.56.	Yarram aerodrome	Yarram	VIC	Trng/Solo	During starting operations, 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	DeHav.	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.	
								the aircraft having been altered as a result of structural modification	1	
ALW	DeHav.	82	19.06.56.	Near	Wollum	NSW	Ag/Day	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

1 1	1		1 1	Ī	l	1	1	executing a steep turn at low height above the terrain. Pilot killed.	1	
WW_?	Bell	47D1	20.06.56.	Ramu River Mission		PNG	AWK	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	Perc.	Proctor	24.06.56.	Delissaville Mission	Delissaville	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.	
								to the tree.		
	DeHav.	82	27.06.56.	Near	Dumbalk	VIC	PVT	The aircraft overturned during an attempted take-off from a narrow sloping strip in cross-wind conditions. The accident was caused by an error of judgement in operating the aircraft in unsuitable conditions.	Subst.	
BAH	DeHav.	84	01.07.56.	Brewarrina aerodrome	Brewarrina	NSW	AWK/Day	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.	
	DeHav.	02	42.07.56	Near	Walcha	NEW	4 - /0 -	Probably due to a deterioration of handling characteristics resulting from overloading. Pilot killed. The aircraft struck a fence shortly after take-off while being operated under conditions of excessive load,unsuitable take-off area and	C. b.o.	
	ренау.	82	13.07.56.	Near	waicna	NSW	Ag/Day	The aircraft struck a fence sonorty after take-off while being operated under conditions of excessive load, unsuitable take-off area and adverse wind. Error of judgement.	Subst.	
	DeHav.	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	DeHav.	82	20.07.56.	Near	Boorowa	NSW	Ag/Day	The aircraft was engeged on an aerial agriculture flight when it struck high tension wires and crashed. The piot forgot the presence of the wires.	Subst.	
	Avro	Anson	24.07.56.	Moorabbin aerodrome	Moorabbin	VIC	CHTR/Day	During the circuit for landing, the pilot was unable to extend or raise the undercarriage beyond half way. On landing the undercarriage	Subst.	
-	DeHav.	82	25.07.56.	Near	Gelantipy	VIC	PVT	collapsed. Tha 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	Subst.	
								maintain airspeed. Caused by poor technique.		
BQD	DeHav. Cessna	84 180	26.07.56. 07.08.56.	Faita aerodrome Beemery	Near Bourke	PNG NSW	CHTR AWK/Day	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. Whilst flying at a low altitude in near darkness and using excessive flap the aircraft struck trees and crashed. The cause of the accident was	Subst. Subst.	
bQb	Cessila	100	07.08.30.	beenlery	iveal bodike	14344	AWKybay	whilst thing it a tow altitude in linear utanizes and using excessive lay title and retained in the desired. The close of the accuse it was that in adopting such a configuration at a low altitude the pilot was unable to avoid obstructions.	Subst.	
AFH	DeHav.	84	31.08.56	Sleisbeck Field		PNG	PVT	The aircraft swung on take-off and entered a ditch. Loss of control due to inexperience.	Subst.	
WW_?	Bell DeHav.	47D1 82	31.08.56. 01.09.56.	Aworra Near	Mulgowie.	PNG QLD	AWK Ag/Day	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. The aircraft was extensively damaged during a forced landing after collision with high tension wires when the pilot misjudged the "pull-up"	Subst.	
								to clear the wires. A probable contributing factor was glare from the rising sun.		
RAO	DeHav.	82 82	04.09.56. 18.09.56.	Near Bankstown Aerodrome	Swan Reach Bankstown	SA NSW	PVT	The aircraft nosed over following a forced landing after take-off due to engine failure. Cause of failure undetermined. The aircraft struck a petrol' waggon' on the tarmac due to carelessness on part of the pilot while taxying.	Subst.	
ARH	CAC	Wackett	21.09.56.	Bankstown Aerodrome	Bankstown	NSW	AWK	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.	
<u> </u>	DeHav.	82	01.10.56.	Near	Redhill	SA	Ag/Day	failure on take-off. The cause of the failure was undetermined.	Subst.	
BNW	DeHav. DeHav.	82 82	01.10.56.	Near Near	Redhill Walkaway	SA WA	Ag/Day Ag/Day	During spraying operations the aircraft overturned after the undercarriage struck the crop. Error of judgement on the part of the pilot. 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	Subst.	
RAC	Avro	643	05.10.56.	Near	Mataranka	NT	PVT	The aircraft overturned and was extensively damaged. The probable cause of the engine failure was fuel exhaustion. Following an engine failure in flight, the aircraft forced landed on unsuitable terrain. The cause of the engine failure was not determined.	Subst.	
MAC	Avro	??	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	Subst.	
								collapsed and the subsequent swing resulted in the aircraft striking a tree. The cause of the accident was poor airmanship in delaying the		
\vdash	Auster	V	12.10.56.	Lynrae Station	Near ???	NSW	PVT	forced landing until a stage where conditions virtually precluded a safe landing. 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.	
				,			4 - 10	down attitude and turned over. Poor technique on the part of the pilot.		
-	DeHav. Norseman	82	13.10.56 29.10.56.	Near Rogers Airstrip	Rapunyup	VIC	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. Subst.	
								applied severe braking and the aircraft overturned.		
WW_?	Bell	47D1	29.10.56.	Upper Aworra River		PNG	AWK/Day	During a practice autorotation descent the pilot flared too low and too abruptly. The tail rotor hit obstructions and the aircraft overturned.	Subst.	
AFU	DeHav.	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.
	DeHav.	82	07.11.56.	Cowwarr	Near Maffra	VIC	A a / Davi	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.	Subst.	
	Denav.	62	07.11.56.	COWWAIT	Nedi Malifa	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 fence posts.	Subst.	
	DeHav.	82	10.11.56.	Cambridge aerodrome	Cambridge	TAS	Trng/Solo.	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.	
								pilot in failing to retain wing-tip assistance until well clear of obstructions.		
RCW	DeHav.	1T	13.11.56.	Maylands aerodrome	Maylands	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	Dest.	Pilot - Minor
RCW	DeHav.	1T	13.11.56.	Maylands aerodrome	Maylands	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.
					Maylands			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 prevent the spin.		
CSE	Cessna Dehav.	170 82	13.11.56. 14.11.56. 26.11.56.	Maylands aerodrome Near Madang Near Yass	Maylands Yass	PNG NSW	Trng/Dual CHTR/Day Ag/Day	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. The aircraft struck a tree whilst carrying out an emergency landing following engine failure at the completion of an aerial agricultural run.	Dest. Subst. Subst.	
CSE	Cessna Dehav.	170 82	14.11.56. 26.11.56.	Near Madang Near Yass	Yass	PNG NSW	CHTR/Day Ag/Day	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. 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 valves term.	Subst. Subst.	
	Cessna	170	14.11.56.	Near Madang		PNG	CHTR/Day	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. The aircraft struck a tree whilst carrying out an emergency landing following engine failure at the completion of an aerial agricultural run.	Subst.	
CSE RV?	Cessna Dehav. DeHav. DeHav.	170 82 82 82	14.11.56. 26.11.56. 29.11.56.	Near Madang Near Yass Burwood Toowoomba aerodrome	Yass	PNG NSW VIC	CHTR/Day Ag/Day	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. 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. The aircraft struck a frece during take-off. Tha cause was that the pilot selected a landing path out of wind and then could not maintain directional control The DH-32 struck and slightly damaged Miles M.28 Mercury,VH-AKC while taxying at Toowoomba.	Subst. Subst. Subst.	
CSE RV? DDV EAN	Cessna Dehav. DeHav. DeHav. Lockh.	170 82 82 82 82 1049	14.11.56. 26.11.56. 29.11.56. 03.12.56. 07.12.56.	Near Madang Near Yass Burwood Toowoomba aerodrome Blak	Yass Near Moorabbin	PNG NSW VIC QLD OTHER	CHTR/Day Ag/Day PVT/Day	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. 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. The aircraft struck a lence during take-off. Tha cause was that the pilot selected a landing path out of wind and then could not maintain directional control of supervision of the sudden loss of the sudden	Subst. Subst. Subst. Subst.	
CSE RV?	Cessna Dehav. DeHav. DeHav.	170 82 82 82	14.11.56. 26.11.56. 29.11.56.	Near Madang Near Yass Burwood Toowoomba aerodrome	Yass Near Moorabbin	PNG NSW VIC	CHTR/Day Ag/Day PVT/Day	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. 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. The aircraft struck a frece during take-off. Tha cause was that the pilot selected a landing path out of wind and then could not maintain directional control The DH-32 struck and slightly damaged Miles M.28 Mercury,VH-AKC while taxying at Toowoomba.	Subst. Subst. Subst.	
CSE RV? DDV EAN	Cessna Dehav. DeHav. DeHav. Lockh.	170 82 82 82 82 1049	14.11.56. 26.11.56. 29.11.56. 03.12.56. 07.12.56.	Near Madang Near Yass Burwood Toowoomba aerodrome Blak	Yass Near Moorabbin	PNG NSW VIC QLD OTHER	CHTR/Day Ag/Day PVT/Day	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. 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 valves term. The aircraft struck a fence during take-off. Tha cause was that the pilot selected a landing path out of wind and then could not maintain directional control The DH-82 struck and slightly damaged Miles M.28 Mercury,VH-AKC while taxying at Toowoomba. Coad 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 as a result of a misjudged approach. After the aircraft entered a deliverate spin at 5,000 feet, the pilot was unable to effect a recovery and the aircraft crashed. The probable cause	Subst. Subst. Subst. Subst.	
RV? DDV EAN EB?	Cessna Dehav. DeHav. DeHav. Lockh. Doug.	170 82 82 82 82 1049 DC-4	14.11.56. 26.11.56. 29.11.56. 03.12.56. 07.12.56. 09.12.56.	Near Madang Near Yass Burwood Toowoomba aerodrome Blak Norfolk Island	Yass Near Moorabbin Toowoomba	PNG NSW VIC QLD OTHER NSW	CHTR/Day Ag/Day PVT/Day N/K N/K RPT	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. 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. The aircraft struck a frece during take-off. Tha cause was that the pilot selected a landing path out of wind and then could not maintain directional control of landing the control of the sudden loss of power was the failure of an exhaust valve stem. The BHS2 struck and slightly damaged Miles M.28 Mercury,VH-AKC while taxying at Toowoomba. Load shift while unloading sparse for stranded KLM Constellation. Tipped onto tail and damaged ruiders. The aircraft sustained extensive damage to the centre section when the undercarriage struck an earthen bank short of the runway threshold as a result of a misjudged approach. 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 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. Subst. Subst. Subst. Subst.	Student - Serious.
RV? DDV EAN EB?	Cessna Dehav. DeHav. Lockh. Doug. DeHav. Auster	170 82 82 82 1049 DC-4 82	14.11.56. 26.11.56. 29.11.56. 03.12.56. 07.12.56. 09.12.56. 11.12.56.	Near Madang Near Yass Burwood Toowoomba aerodrome Blak Norfolk Island Near Wyrallah Tolarno Station	Yass Near Moorabbin Toowoomba Lismore Near Broken Hill	PNG NSW VIC QLD OTHER NSW NSW	CHTR/Day Ag/Day PVT/Day N/K N/K RPT Trng/Solo	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. 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. The aircraft struck a fence during take-off. Tha cause was that the pilot selected a landing path out of wind and then could not maintain directional control The DH-82 struck and slightly damaged Miles M.28 Mercury,VH-AKC while taxying at Toowoomba. Load shift while unloading sparse for stranded RAM Constellation. Tipped onto tall and damaged rudders. The aircraft sustained extensive damage to the centre section when the undercarriage struck an earthen bank short of the runway threshold as a result of a milyolged approach. After the aircraft entered a deliberate spin at 5,000 feet, the pilot was unable to effect a recovery and the aircraft craft cashed. The probable cause of the accident was short personal to a miles of the accident was short personal to a miles of the accident was short personal to a miles of the science of the accident was short excident on the part of the pilot. When making a precautionary approach for landing, the aircraft stalled and struck a stump short of the strip damaging the undercarriage. The cause of the accident was observation on the part of the pilot.	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	Student - Serious.
RV? DDV EAN EB?	Cessna Dehav. DeHav. DeHav. Lockh. Doug. DeHav.	170 82 82 82 82 1049 DC-4	14.11.56. 26.11.56. 29.11.56. 03.12.56. 07.12.56. 09.12.56. 11.12.56.	Near Madang Near Yass Burwood Toowoomba aerodrome Blak Norfolk Island Near Wyrallah	Yass Near Moorabbin Toowoomba Lismore	PNG NSW VIC QLD OTHER NSW NSW	CHTR/Day Ag/Day PVT/Day N/K N/K RPT Trng/Solo	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. 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. The aircraft struck a frece during take-off. Tha cause was that the pilot selected a landing path out of wind and then could not maintain directional control of landing the control of the sudden loss of power was the failure of an exhaust valve stem. The BHS2 struck and slightly damaged Miles M.28 Mercury,VH-AKC while taxying at Toowoomba. Load shift while unloading sparse for stranded KLM Constellation. Tipped onto tail and damaged ruiders. The aircraft sustained extensive damage to the centre section when the undercarriage struck an earthen bank short of the runway threshold as a result of a misjudged approach. 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 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. Subst. Subst. Subst. Subst. Subst. Subst.	Student - Serious.
RV? DDV EAN EB?	Cessna Dehav. DeHav. Lockh. Doug. DeHav. Auster	170 82 82 82 82 1049 DC-4 82 J5	14.11.56. 26.11.56. 29.11.56. 03.12.56. 07.12.56. 09.12.56. 11.12.56.	Near Madang Near Yass Burwood Toowoomba aerodrome Blak Norfolk Island Near Wyrallah Tolarno Station	Yass Near Moorabbin Toowoomba Lismore Near Broken Hill	PNG NSW VIC QLD OTHER NSW NSW	CHTR/Day Ag/Day PVT/Day N/K N/K RPT Trng/Solo	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. 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. The aircraft struck a free during take-off. Tha cause was that the pilot selected a landing path out of wind and then could not maintain directional control. The DH-82 struck and slightly damaged Miles M.2 Mercury,VH-AKC while taxying at Toowoomba. Load shift while unloading sparse 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 as a result of a misjudged approach. 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 of the accident was that the pilot employed an incorrect light control movement when attempting to recover from the spin. When making a precuationary approach for landing the aircraft stalled and struck as turns phort of the strip damaging the undercarriage. The cause of the accident was slow reaction on the part of the pilot. During take-off from a sub-standard strip in cross-wind conditions, the pilot allowed the aircraft to drift immediately after becoming airborne and the undercarriage of the accident was such as such as the notion.	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	Student - Serious.
CSE RV? DDV EAN EB? ALT	Cessna Dehav. DeHav. Lockh. Doug. DeHav. Auster Avro.	170 82 82 82 82 1049 DC-4 82 15 643 Cadet'	14.11.56. 26.11.56. 29.11.56. 03.12.56. 07.12.56. 09.12.56. 11.12.56. 12.12.56.	Near Madang Near Yass Burwood Toowoomba aerodrome Blak Norfolk Island Near Wyrallah Tolarno Station Near Yea	Yass Near Moorabbin Toowoomba Lismore Near Broken Hill Near Broadford Near Kingston	PNG NSW VIC QLD OTHER NSW NSW VIC NSW	CHTR/Day Ag/Day PVT/Day N/K N/K RPT Trng/Solo PVT/Day Ag/Day	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. 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 valves term. The aircraft struck a fence during take-off. Tha cause was that the pilot selected a landing path out of wind and then could not maintain directional control The DH-82 struck and slightly damaged Miles M.28 Mercury,VH-AKC while taxying at Toowoomba. Coad shift while unloading spares for stranded KLM Constellation. Tipped onto tall and damaged rudders. The aircraft sustained extensive damage to the centre section when the undercarriage struck an earthen bank short of the runway threshold as a result of a misjudged approach. 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 of the accident was that the pilot employed an incorrect flight control movement when attempting to recover from the spin. When making a prevationary approach for landing the aircraft stalled and struck a stump short of the strip damaging the undercarriage. The cause of the accident was show reaction on the part of the pilot. During take-off from a sub-standard strip in cross-wind conditions, the pilot allowed the aircraft to drift immediately after becoming airborne and the undercarriage leg struck a stump. The undercarriage collapsed on the subsequent landing. Poor cross-wind technique by pilot. Soon after take-off from a sub-standard strip in cross-wind conditions, the pilot allowed the aircraft to drift immediately after becoming airborne and the undercarriage leg struck a stump on the other point off turn-about but the origin of this p	Subst.	Pilot - Minor Injuries !!
CSE RV? DDV EAN EB? ALT	Cessna Dehav. DeHav. DeHav. Lockh. Doug. DeHav. Auster Avro. Auster	170 82 82 82 82 1049 DC-4 82 15 643 Cadet*	14.11.56. 26.11.56. 29.11.56. 03.12.56. 07.12.56. 09.12.56. 11.12.56. 15.12.56.	Near Madang Near Yass Burwood Toowoomba aerodrome Blaik Norfolk Island Near Wyrallah Tolarno Station Near Yea "Brigalows"	Yass Near Moorabbin Toowoomba Lismore Near Broken Hill Near Broadford	PNG NSW VIC QLD OTHER NSW NSW NSW VIC	CHTR/Day Ag/Day PVT/Day N/K N/K RPT Trng/Solo PVT/Day Ag/Day PVT/Day PVT/Day	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. The aircraft struck a tree whist 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 valves tem. The aircraft struck a fence during take-off. Tha cause was that the pilot selected a landing path out of wind and then could not maintain directional control The DH-82 struck and slightly damaged Miles M.28 Mercury,VH-AKC while taxying at Toowoomba. Loads shift while unloading sparse for stranded SLM Constellation. Tipped conto tall and damaged rudders. The aircraft sustained extensive damage to the centre section when the undercarriage struck an earthen bank short of the runway threshold as a result of a misjudged approach. 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 of the accident was that the pilot employed an incorrect flight control movement when attempting to recover from the spin. When making a precuationary approach for landing the aircraft stalled and struck a stump short of the strup damaging the undercarriage. The cause of the accident was slow reaction on the part of the pilot. During take-off from a sub-standard strip in cross-wind conditions, the pilot allowed the aircraft to drift immediately after becoming airborne and the undercarriage legs 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 by ower loss we the point of turn-about but the origin of this power loss	Subst. Dest.	Pilot - Fatal
CSE RV? DDV EAN EB? ALT	Cessna Dehav. DeHav. Lockh. Doug. DeHav. Auster Avro. Auster DeHav. Kookbra	170 82 82 82 1049 DC-4 82 15 643 Cadet' 15	14.11.56. 26.11.56. 29.11.56. 03.12.56. 07.12.56. 09.12.56. 11.12.56. 15.12.56. 20.12.56. 23.12.56. 29.12.56.	Near Madang Near Yass Burwood Toowoomba aerodrome Blak Norfolk Island Near Wyrallah Tolarno Station Near Yea "Brigalows" Moorabbin aerodrome Near Mildura	Yass Near Moorabbin Toowoomba Lismore Near Broken Hill Near Broadford Near Kingston Moorabbin Mildura	PNG NSW VIC QLD OTHER NSW NSW VIC VIC VIC VIC	CHTR/Day Ag/Day PVT/Day N/K N/K RPT Trng/Solo PVT/Day Ag/Day PVT/Day Trng/Solo Trng/Solo Trng/Day	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. The aircraft struck a tree whilst carrying out an emergency landing following engine failure at the completion of an aeral agricultural run. The cause of the sudden loss of power was the failure of an exhaust valve stem. The aircraft struck a ferce during take-off. Tha cause was that the pilot selected a landing path out of wind and then could not maintain directional control dighthy damaged Miles M.28 Mercury,VH.AKC while taxying at Toowoomba. Load shift while unloading sparse for stranded KLM Constellation. Tipped onto tail and damaged ruiders. The aircraft sustained extensive damage to the centre section when the undercarriage struck an earthen bank short of the runway threshold as a result of a misjudged approach. After the aircraft entered a deliberate spin at 5,000 feet, the pilot was unable to effect a recovery and the aircraft cached. The probable cause of the accident was shall be 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. The cause of the accident was show reaction on the part of the pilot. During take-off from a sub-standard strip in cross-wind conditions, the pilot dillowed the aircraft to drift immediately after becoming airborne and the undercarriage solve part of the pilot. Son 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 furn-about but the origin of this power loss was not determined. When at about 5 feet during a signing approach filot greated was subsequent landing. Poor cross	Subst.	Pilot - Fatal Pplot - Fatal Pplot - Fatal Pplot - Fatal
CSE RV? DDV EAN EB? ALT	Cessna Dehav. DeHav. Lockh. Doug. DeHav. Auster Avro. Auster DeHav. Auster Avro. Auster	170 82 82 82 82 1049 DC-4 82 15 643 Cadet' 15 82 Gilder	14.11.56. 26.11.56. 29.11.56. 03.12.56. 07.12.56. 09.12.56. 11.12.56. 12.12.56. 20.12.56. 23.12.56. 29.12.56. 30.12.56.	Near Madang Near Yass Burwood Toowoomba aerodrome Blak Norfolk Island Near Wyrallah Tolarno Station Near Yea "Brigalows" Moorabbin aerodrome Near Mildura Yambalia Station	Yass Near Moorabbin Toowoomba Lismore Near Broken Hill Near Broadford Near Kingston Moorabbin Midura Near ???	PNG NSW VIC QLD OTHER NSW NSW VIC NSW VIC	CHTR/Day Ag/Day PVT/Day N/K N/K RPT Trng/Solo PVT/Day Ag/Day PVT/Day Trng/Solo Trng/Dola PVT/Day	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. The aircraft struck a tree whits 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. The aircraft struck a ferce during take-off. This cause was that the pilot selected a landing path out of wind and then could not maintain directional control of lightly damaged Miles M.28 Mercury,VH-AKC while take a landing path out of wind and then could not maintain directional control of supervision for the struck and slightly damaged Miles M.28 Mercury,VH-AKC while and damaged rudders. The aircraft sustained extensive damage to the centre section when the undercarriage struck an earthen bank short of the runway threshold as a result of a misjudged approach. After the aircraft entered a deliberate spin at 5,000 feet, the pilot was unable to effect a recovery and the aircraft craft cache. The probable cause of the accident was shall be intemployed 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. The cause of the accident was show reaction on the part of the pilot. During take-off from a sub-standard strip in cross-wind conditions, the pilot dillowed the aircraft to drift immediately after becoming airborne 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 pilot of the aircr	Subst. Dest. Subst.	Pilot - Fatal
CSE RV? DDV EAN EB? ALT	Cessna Dehav. DeHav. Lockh. Doug. DeHav. Auster Avro. Auster DeHav. Kookbra	170 82 82 82 1049 DC-4 82 15 643 Cadet' 15	14.11.56. 26.11.56. 29.11.56. 03.12.56. 07.12.56. 09.12.56. 11.12.56. 15.12.56. 20.12.56. 23.12.56. 29.12.56.	Near Madang Near Yass Burwood Toowoomba aerodrome Blak Norfolk Island Near Wyrallah Tolarno Station Near Yea "Brigalows" Moorabbin aerodrome Near Mildura	Yass Near Moorabbin Toowoomba Lismore Near Broken Hill Near Broadford Near Kingston Moorabbin Mildura	PNG NSW VIC QLD OTHER NSW NSW VIC VIC VIC VIC	CHTR/Day Ag/Day PVT/Day N/K N/K RPT Trng/Solo PVT/Day Ag/Day PVT/Day Trng/Solo Trng/Solo Trng/Day	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. 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 govern was the failure of an exhaust valve stem. The aircraft struck a free during take-off. Tha cause was that the pilot selected a landing path out of wind and then could not maintain directional control of lightly damaged Miles M.28 Mercury,VH-AKC while taxying at Toowoomba. Load shift while unloading sparse for stranded KLM Constellation. Tipped onto tall and damaged ruiders. The aircraft struck a detensive damage to the centre section when the undercarriage struck an earthen bank short of the runway threshold as a result of a misjudged approach. 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 of the accident was that the pilot employed an incorrect light 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. The cause of the accident was slow reaction on the part of the pilot. During take-off from a sub-standard strip in cross-wind conditions, the pilot allowed the aircraft to drift immediately after becoming airborne and the undercarriage legs struck a stump. The undercarriage collapsed on the subsequent landing. Poor cross-wind technique by pilot. Soon after take-off the aircraft as we see to turn about and fly a descending path until it struck trees probably in a stalled contions. Evidence indicates a substantial power loss at the point of turn-about but the origin of this power loss was not determined. When	Subst.	Pilot - Fatal Pplot - Fatal Pplot - Fatal Pplot - Fatal
CSE RV? DDV EAN EB? ALT	Cessna Dehav. DeHav. Lockh. Doug. DeHav. Auster Avro. Auster DeHav. Auster Avro. Auster	170 82 82 82 82 1049 DC-4 82 15 643 Cadet' 15 82 Gilder	14.11.56. 26.11.56. 29.11.56. 03.12.56. 07.12.56. 09.12.56. 11.12.56. 12.12.56. 20.12.56. 23.12.56. 29.12.56. 30.12.56.	Near Madang Near Yass Burwood Toowoomba aerodrome Blak Norfolk Island Near Wyrallah Tolarno Station Near Yea "Brigalows" Moorabbin aerodrome Near Mildura Yambalia Station	Yass Near Moorabbin Toowoomba Lismore Near Broken Hill Near Broadford Near Kingston Moorabbin Midura Near ???	PNG NSW VIC QLD OTHER NSW NSW VIC VIC NSW NSW NSW VIC NSW	CHTR/Day Ag/Day PVT/Day N/K N/K RPT Trng/Solo PVT/Day Ag/Day PVT/Day Trng/Solo Trng/Dola PVT/Day	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. The aircraft struck a tree whits 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. The aircraft struck a ferce during take-off. This cause was that the pilot selected a landing path out of wind and then could not maintain directional control of lightly damaged Miles M.28 Mercury,VH-AKC while take a landing path out of wind and then could not maintain directional control of supervision for the struck and slightly damaged Miles M.28 Mercury,VH-AKC while and damaged rudders. The aircraft sustained extensive damage to the centre section when the undercarriage struck an earthen bank short of the runway threshold as a result of a misjudged approach. After the aircraft entered a deliberate spin at 5,000 feet, the pilot was unable to effect a recovery and the aircraft craft cache. The probable cause of the accident was shall be intemployed 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. The cause of the accident was show reaction on the part of the pilot. During take-off from a sub-standard strip in cross-wind conditions, the pilot dillowed the aircraft to drift immediately after becoming airborne 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 pilot of the aircr	Subst. Dest. Subst.	Pilot - Fatal Pplot - Fatal Pplot - Fatal Pplot - Fatal
CSE RV? DDV EAN EB? ALT KSL RV?	Cessna Dehav. DeHav. DeHav. Lockh. Doug. DeHav. Auster Avro. Auster DeHav. Kookbra Auster DeHav. DeHav. DeHav.	170 82 82 82 1049 DC-4 82 15 643 Gadet' 15 82 Gilder 77 82 94	14.11.56 26.11.56. 29.11.56. 03.12.56. 07.12.56. 09.12.56. 11.12.56. 12.12.56. 20.12.56. 20.12.56. 30.12.56. 30.12.56.	Near Madang Near Yass Burwood Toowoomba aerodrome Blak Norfolk Island Near Wyrallah Tolarno Station Near Yea "Brigalows" Moorabbin aerodrome Near Mildura Yambalia Station Port Pirie aerodrome Wonnerup	Yass Near Moorabbin Toowoomba Lismore Near Broken Hill Near Broadford Near Kingston Moorabbin Mildura Near ??? Port Pirie Busselton	PNG NSW VIC GLD OTHER NSW NSW VIC VIC NSW VIC NSW VIC VIC NSW VIC VIC NSW VIC VIC NSW VIC	CHTR/Day Ag/Day Ag/Day PVT/Day N/K N/K RPT Trng/Solo PVT/Day Ag/Day PVT/Day Trng/Doal PVT/Day Trng/Doal Trng/Day Trng/Day Trng/Day Trng/Day Trng/Day Trng/Day	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. The care of the sudden loss of power was the failure of an exhaust valve stem. The aircraft struck a frence during take-off. Tha cause was that the pilot selected a landing path out of wind and then could not maintain directional control The DHA 2 struck and slightly damaged Miles M.28 Mercury,VH-AKC While taxying at Toowoomba. Load shift while unloading sparse for stranded KM. Constellation. Typed onto tall and damaged rudders. The aircraft sustained extensive damage to the centre section when the undercarriage struck an earthen bank short of the runway threshold as a result of a misjudged approach. 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 of the accident was short well be imployed 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. The cause of the accident was show reaction on the part of the pilot. During take-off from a sub-standard strip in cross-wind conditions, the pilot allowed the aircraft to drift immediately after becoming athrone and the undercarriage leg struck a stump. The undercarriage collapsed on the subsequent landing. Poor cross-wind technique by pilot. Soon after take-off from a sub-standard strip in cross-wind conditions, the pilot allowed the aircraft to stalled condition. Seidence indicates a substandard strip in cross-wind conditions, the pilot allowed the aircraft to stalled condition. Seidence indicates a substandard strip in cross-wind conditions, the pilot allowed the aircraft to strip damaging the undercarriage leg struck a s	Subst.	Pilot - Fatal Pplot - Fatal Pplot - Fatal Pplot - Fatal
CSE RV? DDV EAN EB? ALT KSL RV?	Cessna Dehav. DeHav. DeHav. Lockh. Doug. Doug. Auster Avro. Auster DeHav. Kookbra Auster	170 82 82 82 1049 DC-4 82 15 643 Cadet' 15 82 Gilder ??	14.11.56. 26.11.56. 29.11.56. 03.12.56. 07.12.56. 09.12.56. 11.12.56. 12.12.56. 20.12.56. 20.12.56. 30.12.56. 30.12.56.	Near Madang Near Yass Burwood Toowoomba aerodrome Blak Norfolk Island Near Wyrallah Tolarno Station Near Yea "Brigalows" Moorabbin aerodrome Near Mildura Yambalia Station Port Pirle aerodrome	Yass Near Moorabbin Toowoomba Lismore Near Broken Hill Near Broadford Near Kingston Moorabbin Mildura Near ??? Port Pirie	PNG NSW VIC QLD OTHER NSW NSW VIC VIC NSW VIC NSW VIC VIC VIC NSW SA	CHTR/Day Ag/Day Ag/Day PVT/Day N/K N/K RPT Trng/Solo PVT/Day Ag/Day PVT/Day Trng/Solo Trng/Dual PVT/Day Trng/Dual	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. 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. The aircraft struck a frence during take-off. Tha cause was that the pilot selected a landing path out of wind and then could not maintain directional control. The DH-82 struck and slightly damaged Miles M.28 Mercury,VH-AKC while taxying at Toowoomba. Load shift while unloading sparse for stranded KLM Constellation. Tipped onto tail and damaged ruiders. The aircraft sustained extensive damage to the centre section when the undercarriage struck an earthen bank short of the runway threshold as a result of a misjudged approach. 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 of the accident was that the pilot employed an incorrect light control movement when attempting to recover from the spin. When making a precuationary approach for landing the aircraft stalled and struck a stump short of the strip damaging the undercarriage. The cause of the accident was slow reaction on the part of the pilot. During take-off from a sub-standard strip in cross-wind conditions, the pilot allowed the aircraft to drift immediately after becoming airborne 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 contion. Evidence indicates a substantial power loss at the point of furn-about but the origin of this power loss was n	Subst.	Pilot - Fatal Pplot - Fatal Pplot - Fatal Pplot - Fatal
CSE RV? DDV EAN EB? ALT KSL RV?	Cessna Dehav. DeHav. DeHav. Lockh. Doug. DeHav. Auster Avro. Auster DeHav. Kookbra Auster DeHav. DeHav. DeHav. DeHav.	170 82 82 82 82 1049 DC-4 82 J5 643 Cadet' J5 82 Glider ?? 82 94	14.11.56. 26.11.56. 29.11.56. 03.12.56. 07.12.56. 09.12.56. 11.12.56. 12.12.56. 20.12.56. 20.12.56. 30.12.56. 30.12.56. 31.12.56.	Near Madang Near Yass Burwood Toowoomba aerodrome Biak Biak Norfolk Island Near Wyrallah Tolarno Station Near Yea "Brigalows" Moorabbin aerodrome Near Mildura Yambalia Station Port Pirie aerodrome Wonnerup near Sale	Vass Near Moorabbin Toowoomba Lismore Near Broken Hill Near Broadford Near Kingston Moorabbin Mildura Near ??? Port Pirie Busselton Sale	PNG NSW VIC QLD OTHER NSW NSW VIC VIC NSW VIC NSW VIC VIC NSW VIC	CHTR/Day Ag/Day PVT/Day N/K N/K RPT Trng/Solo PVT/Day Ag/Day PVT/Day Trng/Solo Trng/Day Trng/Solo Trng/Dual Trng/Dual Trng/Dual Trng/Dual Trng/Dual	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. 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. The aircraft struck a free 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. The aircraft struck a force during take-off. Tha cause was that the pilot selected a landing path out of wind and then could not maintain directional control! The DH-82 struck and slightly damaged Miles M.28 Mercury,VH-AKC while taxying at Toowoomba. Load shift while unloading sparse for stranded KLM Constellation. Tipped onto tail and damaged ruiders. The aircraft sustained extensive damage to the centre section when the undercarriage struck an earthen bank short of the runway threshold as a result of a misjudged approach. After the aircraft entered a deliberate spin at 5,000 feet, the pilot was urable to effect a recovery and the aircraft crashed. The probable cause of the accident was shown a proposach for landing, the aircraft stalled and struck a stump short of the strip damaging the undercarriage. The cause of the accident was slow reaction on the part of the pilot. During take-off from a sub-standard strip in cross-wind conditions, the pilot allowed the aircraft to drift immediately after becoming airborne 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 contion. Evidence	Subst.	Pilot - Fatal Pplot - Fatal Pplot - Fatal Pplot - Fatal
CSE RV? DDV EAN EB? ALT KSL RV?	Cessna Dehav. DeHav. DeHav. Lockh. Doug. DeHav. Auster Avro. Auster DeHav. Kookbra Auster DeHav. DeHav. DeHav.	170 82 82 82 1049 DC-4 82 15 643 Gadet' 15 82 Gilder 77 82 94	14.11.56 26.11.56. 29.11.56. 03.12.56. 07.12.56. 09.12.56. 11.12.56. 12.12.56. 20.12.56. 20.12.56. 30.12.56. 30.12.56.	Near Madang Near Yass Burwood Toowoomba aerodrome Blak Norfolk Island Near Wyrallah Tolarno Station Near Yea "Brigalows" Moorabbin aerodrome Near Mildura Yambalia Station Port Pirie aerodrome Wonnerup	Yass Near Moorabbin Toowoomba Lismore Near Broken Hill Near Broadford Near Kingston Moorabbin Mildura Near ??? Port Pirie Busselton	PNG NSW VIC GLD OTHER NSW NSW VIC VIC NSW VIC NSW VIC VIC NSW VIC VIC NSW VIC VIC NSW VIC	CHTR/Day Ag/Day Ag/Day PVT/Day N/K N/K RPT Trng/Solo PVT/Day Ag/Day PVT/Day Trng/Doal PVT/Day Trng/Doal Trng/Day Trng/Day Trng/Day Trng/Day Trng/Day Trng/Day	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. 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. The aircraft struck a free 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. The aircraft struck a fence during take-off. Tha cause was that the pilot selected a landing path out of wind and then could not maintain directional control! The DH-82 struck and slightly damaged Miles M.28 Mercury,VH-AKC while taxying at Toowoomba. Load shift while unloading sparse for stranded KLM Constellation. Tipped onto tail and damaged ruiders. The aircraft sustained extensive damage to the centre section when the undercarriage struck an earthen bank short of the runway threshold as a result of a misjudged approach. After the aircraft entered a deliberate spin at 5,000 feet, the pilot was urable to effect a recovery and the aircraft crashed. The probable cause of the accident was shown approach for landing, the aircraft stalled and struck a stump short of the strip damaging the undercarriage. The cause of the accident was slow reaction on the part of the pilot. During take-off from a sub-standard strip in cross-wind conditions, the pilot allowed the aircraft to drift immediately after becoming airborne 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 contion. Evidence ind	Subst.	Pilot - Fatal Pplot - Fatal Pplot - Fatal Pplot - Fatal
CSE RV? DDV EAN EB? ALT KSL RV?	Cessna Dehav. DeHav. DeHav. Lockh. Doug. DeHav. Auster Avro. Auster DeHav. Kookbra Auster DeHav. DeHav. DeHav. DeHav.	170 82 82 82 1049 DC-4 82 15 643 643 Cadet' 15 82 Glider 77 82 94 82	14.11.56. 26.11.56. 29.11.56. 03.12.56. 07.12.56. 09.12.56. 11.12.56. 12.12.56. 20.12.56. 20.12.56. 30.12.56. 30.12.56. 31.12.56.	Near Madang Near Yass Burwood Toowoomba aerodrome Biak Biak Norfolk Island Near Wyrallah Tolarno Station Near Yea "Brigalows" Moorabbin aerodrome Near Mildura Yambalia Station Port Pirie aerodrome Wonnerup near Sale	Vass Near Moorabbin Toowoomba Lismore Near Broken Hill Near Broadford Near Kingston Moorabbin Mildura Near ??? Port Pirie Busselton Sale	PNG NSW VIC QLD OTHER NSW NSW VIC VIC NSW VIC NSW VIC VIC NSW VIC	CHTR/Day Ag/Day PVT/Day N/K N/K RPT Trng/Solo PVT/Day Ag/Day PVT/Day Trng/Solo Trng/Day Trng/Solo Trng/Dual Trng/Dual Trng/Dual Trng/Dual Trng/Dual	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. The cause of the sudden loss of power was the failure of an exhaust valve stem. The aircraft struck a free whith carrying out an emergency landing following engine failure at the completion of an aeral agricultural run. The cause of the sudden loss of power was the failure of an exhaust valve stem. The aircraft struck a fonce during take-off. Tha cause was that the pilot selected a landing path out of wind and then could not maintain directional control The DH-52 struck and slightly damaged Miles M.28 Mercury,VH-AKC while taxying at Toowoomba. Load shift while unbiading sparse for strander RLM Constellation. Typed onto tall and damaged rudders. The aircraft sustained extensive damage to the centre section when the undercarriage struck an earthen bank short of the runway threshold as a result of a misjudged approach. After the aircraft entered a deliberate spin at 5,000 feet, the pilot was unable to effect a recovery and the aircraft craft cache. The probable cause 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. The cause of the accident was solve reaction on the part of the pilot. During take-off from a sub-standard strip in cross-wind conditions, the pilot allowed the aircraft to diffit immediately after becoming airborne and the undercarriage legistruck a strupn. The undercarriage collapsed on the subsequent landing. Poor cross-wind technique by pilot. Soon after take-off from a sub-standard strip in cross-wind conditions, the pilot after a sub-standard strip to was seen to turn about and fly a descending path	Subst.	Pilot - Fatal Pplot - Fatal Pplot - Fatal Pplot - Fatal
CSE RV? DDV EAN EB? ALT KSL RV?	Cessna Dehav. DeHav. DeHav. Lockh. Doug. DeHav. Auster Avro. Auster DeHav. Kookbra Auster DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav.	170 82 82 82 1049 0C-4 82 15 643 Cabet' 15 82 Gilder 7? 82 94 82 82	14.11.56. 26.11.56. 29.11.56. 03.12.56. 07.12.56. 09.12.56. 11.12.56. 12.12.56. 20.12.56. 20.12.56. 30.12.56. 30.12.56. 31.12.56. 31.12.56.	Near Madang Near Yass Burwood Toowoomba aerodrome Blak Blak Norfolk Island Near Wyrallah Tolarno Station Near Yea "Brigalows" Moorabbin aerodrome Near Mildura Vamballa Station Port Pirie aerodrome Wonnerup near Sale Near	Yass Near Moorabbin Toowoomba Lismore Near Broken Hill Near Broadford Near Kingston Moorabbin Mildura Near Y?? Port Pirie Busselton Sale Buchan	PNG NSW VIC QLD OTHER NSW NSW VIC VIC NSW VIC	CHTR/Day Ag/Day PVT/Day N/K N/K RPT Trng/solo PVT/Day Ag/Day PVT/Day Trng/Solo Trng/Dual PVT/Day Trng/Dual Trng/Dual Ag/Day Ag/Day Ag/Day CHTR/Day CHTR/Day	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. The aircraft struck a free whits carrying out an emergency landing following engine failure at the completion of an aeral agricultural run. The cause of the sudden loss of power was the failure of an exhaust valve stem. The aircraft struck a free whits carrying out an emergency landing following engine failure at the completion of an aeral agricultural run. The cause of the sudden loss of power was the failure of an exhaust valve stem. The aircraft struck a few fightly damaged Miles M.28 Mercury,VH-AKC while taxying at Toowoomba. Load shift while unloading sparse for stranded KLM Constellation. Tipped onto tall and damaged ruiders. The aircraft sustained extensive damage to the centre section when the undercarriage strucks an earthen bank short of the runway threshold as a result of a misjudged approach. After the aircraft entered a deliberate spin at 5,000 feet, the pilot was unable to effect a recovery and the aircraft craft cached. The probable cause of the accident was shot weeking the pilot was unable to effect a recovery and the aircraft craft cached. The probable cause of the accident was shot weeking the pilot was unable to a first a pilot and struck a stump short of the strip damaging the undercarriage. The cause of the accident was skow reaction on the part of the pilot. During take-off from a sub-standard strip in ross-wind conditions, the pilot allowed the aircraft to drift immediately after becoming airborne and the undercarriage 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 pilot of furn-about but the origin of this power loss was not determined. When at about 50 feet during a gliding	Subst.	Pilot - Fatal Pplot - Fatal Pplot - Fatal Pplot - Fatal
CSE RV? DDV EAN EB? ALT KSL RV?	Cessna Dehav. DeHav. DeHav. Lockh. Doug. DeHav. Auster Avro. Auster DeHav. Kookbra Auster DeHav. DeHav. DeHav. DeHav. DeHav.	170 82 82 82 1049 DC-4 82 15 643 643 Cadet' 15 82 Glider 77 82 94 82	14.11.56. 26.11.56. 29.11.56. 03.12.56. 07.12.56. 09.12.56. 11.12.56. 15.12.56. 20.12.56. 20.12.56. 30.12.56. 30.12.56. 31.12.56. 31.12.56. 11.12.56.	Near Madang Near Yass Burwood Toowoomba aerodrome Biak Biak Norfolk Island Near Wyrallah Tolarno Station Near Yea "Brigalows" Moorabbin aerodrome Near Mildura Yambalia Station Port Pirie aerodrome Wonnerup near Sale Near	Vass Near Moorabbin Toowoomba Lismore Near Broken Hill Near Broadford Near Kingston Moorabbin Mildura Near ??? Port Pirie Busselton Sale	PNG NSW VIC QLD OTHER NSW NSW VIC NSW VIC NSW VIC	CHTR/Day Ag/Day PVT/Day N/K N/K RPT Trng/Solo PVT/Day Ag/Day PVT/Day Trng/Solo Trng/Dual PVT/Day Trng/Dual Trng/Dual Ag/Day Ag/Day Ag/Day	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. The aircraft struck a free whits carrying out an emergency landing following engine failure at the completion of an aeral agricultural run. The cause of the sudden loss of power was the failure of an exhaust valve stem. The aircraft struck a free whits carrying out an emergency landing following engine failure at the completion of an aeral agricultural run. The cause of the sudden loss of power was the failure of an exhaust valve stem. The aircraft struck a few fightly damaged Miles M.28 Mercury,VH-AKC while taxying at Toowoomba. Load shift while unloading sparse for stranded KLM Constellation. Tipped onto tall and damaged ruiders. The aircraft sustained extensive damage to the centre section when the undercarriage struck an earthen bank short of the runway threshold as a result of a misjudged approach. After the aircraft entered a deliberate spin at 5,000 feet, the pilot was unable to effect a recovery and the aircraft craft cached. The probable cause of the accident was shot week pilot the pilot. When making a precautionary approach for landing, the aircraft stalled and struck a stump short of the strip damaging the undercarriage. The cause of the accident was slow reaction on the part of the pilot. During take-off from a sub-standard strip in cross-wind conditions, the pilot allowed the aircraft to drift immediately after becoming airborne and the undercarriage 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 pilot of furn-about but the origin of this power loss was not determined. When at about 50 feet during a gliding approach frings peed was lost, the aircraft struck real probably in a stalled	Subst.	Pilot - Fatal Pplot - Fatal Pplot - Fatal Pplot - Fatal
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CSE RV? DDV EAN EB? ALT KSL RV?	Cessna Dehav. DeHav. DeHav. Lockh. Doug. DeHav. Auster Avro. Auster DeHav. Auster DeHav.	170 82 82 82 1049 DC-4 82 15 643 Cadet' 15 82 Glider ?? 82 94 82 82 82 82 82 Pacer' DC-3	14.11.56. 26.11.56. 29.11.56. 03.12.56. 09.12.56. 09.12.56. 11.12.56. 12.12.56. 20.12.56. 30.12.56. 30.12.56. 30.12.56. 31.12.56. 11.12.56. 11.12.56.	Near Madang Near Yass Burwood Toowoomba aerodrome Blak Norfolk Island Near Wyrallah Tolarno Station Near Yea "Brigalows" Moorabbin aerodrome Near Mildura Yamballa Station Port Pirie aerodrome Wonnerup near Sale Near Telefomin Devonport aerodrome	Yass Near Moorabbin Toowoomba Lismore Near Broken Hill Near Broadford Near Kingston Moorabbin Mildura Near ??? Port Pirie Busselton Sale Buchan	PNG NSW VIC QLD OTHER NSW NSW NSW VIC VIC NSW VIC	CHTR/Day Ag/Day Ag/Day PVT/Day N/K N/K N/K RPT Trng/Solo PVT/Day Ag/Day PVT/Day Trng/Solo Trng/Dual Trng/Dual Trng/Dual Ag/Day Ag/Day CHTR/Day Ag/Day Ag/Day	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 prevent the spin. The aircraft was extensively damaged when it forced landed on unsuitable terrain due to structural failure within the engine. The cause of the sudden loss of power was the failure of an exhaust valve stem. The cause of the sudden loss of power was the failure of an exhaust valve stem. The aircraft struck a fence during take-off, Tha cause was that the pilot selected a landing path out of wind and then could not maintain directional control. The DH-82 struck and slightly damaged Miles M.28 Mercury,VH-AKC While taxying at Toowoomba. Load shift while unloading sparse for strander KLM Constellation. Typed onto tall and damaged ruiddens. The aircraft sustained extensive damage to the centre section when the undercarriage struck an earthen bank short of the runway threshold as a result of a milyolged approach. After the aircraft entered a deliberate spin at 5,000 feet, the pilot was unable to effect a recovery and the aircraft craft cache. The probable cause 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. The cause of the accident was solve reaction on the part of the pilot. During take-off from a sub-standard strip in cross-wind conditions, the pilot slowed the aircraft to diff immediately after becoming airbore and the undercarriage leg struck a stump. The undercarriage collapsed on the subsequent landing, Poor cross-wind technique. During take-off from a sub-standard strip in cross-wind conditions, the pilot slowed the aircraft to fire process and determined 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 pow	Subst.	Pilot - Fatal Pplot - Fatal Pplot - Fatal Pplot - Fatal
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	DeHav.	82	26.01.57.	Near	Guyra	NSW	Ag/Day	The aircraft quartureed during a forced landing following against failure at low altitude. The cause of the against failure was not determined	Subst.	
	Denav. DeHav.	82	29.01.57.	Near	Murrindal	VIC	Ag/Day	The aircraft overturned during a forced landing following engine failure at low altitude. The cause of the engine failure was not determined. The aircraft struck a fence when the pilot attempted to go-around after misjudging the approach. The pilot failed to take over-shoot action	Subst.	
	Denay.	02	29.01.57.	iveal	Widifilidal	VIC	Ag/ Day	The airc art struck a felice when the prior attempted to go-around after misjudging the approach. The prior taked over-shoot action in sufficient time to clear obstruction on the flight path.	Subst.	
_	Auster	J/5B	30.01.57.	6 nm.East Wrotham Park	Cairns	QLD	PVT/Day	In summers, time to clear obstaction or one right parts. During a flight at low altitude the engine failed and the pilot was forced to land on unsuitable terrain. During the landing the aircraft collided	Subst.	
		-,			-		, = ,	with a tree. The engine failure was due to throttle malfunctioning.		
	Avro	Cadet	01.02.57.	near Mangalore	Mangalore	VIC	Ag/Day	About 50 yards from the start of the take-off run the starboard undercarriage collapsed. The failure is considered to have resulted from service	Subst.	CHECK VH-BJB , VH-BPS (VH-PRT) ,
		643					u .,	fatigue.		, , , , , , , , , , , , , , , , , , , ,
	DeHav.	82	02.02.57.	Near	Leongatha	VIC	Ag/Day	When the pilot initiated a climbing turn toward rising terrain at a relatively low airspeed the aircraft failed to outclimb the terrain and crashed.	Subst.	
	DeHav.	DHC-1	02.02.57.	West Sale aerodrome	Sale	VIC	PVT/Day	The pilot of the DHC-1 taxied into a parked DH-82. Carelessness on the part of the DHC-1 pilot.	Subst.	
	DeHav.	82	08.02.57.	Kiloola	near ???	NSW	PVT/Day	After take-off and at a height of about 200 feet, the aircraft commenced to lose height steadily until it struck the ground.	Subst.	
								The pilot apparently climbed too steeply after take-off from a marginal length field.		
	DeHav.	82	10.02.57.	Near	Ingham	QLD	Ag/Day	The aircraft flew into the crop whilst spraying. The pilot misjudged the height of the aircraft above the crop.	Subst.	
BVN	DeHav.	82	13.02.57.	Near	Goulburn	NSW	Ag/Day	During an attempted take-off from a sub-standard strip, in an overloaded condition, the aircraft collided with a boundary fence. The take-off		S
BVO	DeHav.	82	14.02.57.	Ness	Goulburn	NEW	A a / Day	was attempted with a tail wind which precluded a safe margin of clearance over the boundary fence being obtained. During take-off the aircraft suffered a partial engine failure and crashed into trees. The partial engine malfunction was due to plate wear on	Subst.	
BVO	Denav.	02	14.02.57.	Near	Goulburn	NSW	Ag/Day	Doubling take-on the artical state tere a partial right entire afford trees. The partial right entire right enter our teres are the starboard magnets. If the pilot had take injoiner action when the engine failance of a safe landing could have been made.	Subst.	
	Piper	PA-18	20.02.57	Chimbu		PNG	AWK/Day	The pilot misjudged his height above the ground during a landing approach. The aircraft stalled made and landed heavily.	Subst.	Since renamed Simbu Province.
	DeHav.	82	23.02.57.	Near	Ballarat	VIC	Ag/Day	The aircraft stalled and crashed during low level crop spraying. The cause of the accident was not determined.	Subst.	
AAZ	DeHav.	82	24.02.57.	Near	Gilgandra	NSW	Trng/Day	Whilst the aircraft was low flying in an authorised low flying area it collided with high tension cables, crashed and was destroyed by fire.	Dest.	
							Dual	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		
								avoiding action.		
KYC	DeHav.	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	Adelaide	SA	Trng/Day	The aircraft struck the ground and bounced during landing. The pilot elected (not) to go around again and flew the aircraft into the ground.	Subst.	
	DeHav.	82	26.02.57.	Yankalilla	Myponga	SA	Ag/Day	The accident was due to poor technique on the part of the pilot with a contributory factor being his inexperience. 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	Subst.	
	Deriav.	02	20.02.37.	Talikalilla	iviypoliga	JA	Ag/ Day	The arction over an trie stup and overturned or national, the tasts of the account was that the prior 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	Perc.	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.	
			l	<u> </u>		<u></u>		A contributing factor was the pilots inexperience on the type.		
BBF (?)	DeHav.	82	12.03.57.	Hallston	Leongatha	VIC	Ag/Day	The aircrafts undercarriage collapsed during take-off due to a structural failure.	Subst.	
SSU	DeHav.	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.	
			1			l	<u> </u>	pilot encountered turbulent air and down-draught, and height could not be maintained.	1	
CMB	Fairchild.	Argus	16.03.57.	Dirranbandi	near ???	QLD	CHTR/Day	The aircraft crashed just after becoming airborne during take-off . The cause of the accident could not be determined.	Subst.	name quoted as Dirrinbandi
AAS	Miles	Gemini	19.03.57.	Katherine aerodrome	Katherine	NT	PVT/Day	The aircraft made a wheels-up landing shortly after becoming airborne following a power loss on the starboard engine. The cause of the power loss on the starboard engine.	Subst.	
-	Doller	97	20.02.57	Homo Hill Station	Tourseille	CLD	Trng/Day	loss could not be determined The aircraft nosed over during an attempted take-off from a sub-standard field. The pilot failed, due to his inexperience, to maintain	Subst	
	DeHav.	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	DeHav.	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 aerodrome	•••обба	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 not determined.	Subst.	
50	Junicis	32	21.03.37.	waa acroarome		1110	cimybuy	power, for reasons undetermined, at a critical stage of the take-off.	Subst.	
RNE	DeHav.	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.
								intended flight path. The aircraft collided with a tree, crashed an caught fire.		
	DeHav.	82	28.03.57.	Lerch's Strip	Near???	QLD	Trng/Day	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	Subst.	
	DeHav.	82	21.02.57	Near	Cudanua	NCM	A a /Day	when making recovery action.	Subst.	
	Denav.	02	31.03.57.	ineal	Cudgewa	NSW	Ag/Day	During an approach to land on a short sub-standard hillside airstrip the pilot, 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 ?]	Canberra	ACT	PVT/Day	The glider was being launched by aero-tow behind a DH-82 aircraft. At a height of about 40 feet the glider "pitched" severely and the towline	Subst.	Pilot (F)
								was released. The glider crashed to the ground. The cause of the accident was not determined.		
WW_?	Bell	47D1	01.04.57.	Near Port Moresby	Port Moresby	PNG	Trng/Day	During flying training and when carrying out a practice forced landing (auto-rotation?) the helicopter struck the ground in a tail-first attitude.	Subst.	
								The cause of the accident was inexperience on the part of the instructor.		
WPN	DeHav.	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	Dest.	
	DeHav.	82	05.04.57.	Near	Walcha	NSW	Ag/Day	start of the spraying run. When the aircrafts engine cut out shortly after becoming airborne the aircraft over-ran the strip and collided with fallen trees.	Subst.	
	Deriav.	02	03.04.37.	iveal	vv diciid	IVSVV	Ag/ Day	The cause of the failure was undetermined.	Subst.	
BQJ?	Cessna	180	14.04.57.	Near	Tharwa	ACT	Ag/Day	During an attempted take-off the aircraft ground looped when the pilot lost directional control.	Subst.	
SJW	DeHav.	84	21.04.57.	Talworth Station	Near???	QLD	CHTR/Day	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.	
								to obstructions.		
	DeHav.	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	Subst.	
4741	DeHav.		25.04.57	A	57 - (5	010	ALANY ID	under-shoot and pass through a fence.	D	PSI-A(E)
AZN	(Aust.)	3	26.04.57.	Austral Downs Station	57 n/m.Camooweal	QLD	AWK/Day	Whilst flying 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.	Dest.	Pilot(S) See image -> Pax 2 (S) Crash date also reported as 14.04.57.
	Vickers	V-700	30.04.57.	Townsville aerodrome	Townsville	QLD	RPT	The aircraft landed with the nose wheel retracted following failure of the nose wheel retraction jack trunnion which resulted in inability to	Subst.	
								lower the nose wheel.		
	DeHav.	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.	
			 			<u> </u>	L	conditions of following wind and restricted take-off area which precluded a safe margin of clearance over obstructions.	1	
BTA/2	Auster	J/5G	30.04.57.	"Bon View" Station	Wilcannia	NSW	PVT/Day	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 with a subject of the pilot of t	Dest.	
\vdash	DeHav.	82	05.05.57.	Tumorruma *	Tumut	NSW	PVT/Day	due to the failure of maintenance personnel to lock-wire the port rudder cable turnbuckle. The aircraft struck a fence post and nosed over when landing. The pilot selected a landing area which was unsuitable.	Subst.	*Possible mispole for Tumorrama.NSW
	Denav. DeHav.	82	09.05.57.	Near	Tallangatta	VIC	Ag/Day	The aircraft and a loading truck collided due to a lack of co-ordination between the pilot and the truck driver.	Subst.	. seems mapped for furnishmaniages
\vdash	DeHav.	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.	
			l	<u> </u>		<u></u>	<u> </u>	the cables. Pilot fatigue was a contributing factor in this incident.		
	DeHav.	82	19.05.57.	Bankstown aerodrome	Bankstown	NSW	Trng/Day	The aircraft , which was being taxied back to the tarmac after landing, nosed over when the pilot encountered wind conditions demanding a	Subst.	
				l		l	(solo)	skill beyond his experience and training. A contributing factor was the failure of the training organisation to recall the aircraft sooner in view	1	
-	DeHav.	82	22.05.52	No	Dungendore	MCM	Ag/Day	of the prevailing conditions. The sirror following this bight process power cables during an approach to land. The citiest, who was a ways of the cables, falled to experient the	Subst	
	Denay.	62	22.05.57.	Near	Bungendore	NSW	Ag/Day	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 the degree of care demanded in the circumstances.	Subst.	
	DeHav.	82	27.05.57.	Near	Smithton	TAS	PVT/Day	the urgies of the demanded in the chromosanics. 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	Subst.	
								aircraft.		
	DeHav.	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.	
—	Aur	643	20.05.57	Wellek - d-k	Out of the	NCM	A a / Day	critical stage in the take-off.	Cuber	
	Avro	643	29.05.57.	Wallabadah	Quirindi	NSW	Ag/Day	The pilot was forced to land on unsuitable terrain when attempting to operate the aircraft under circumstances which provided no margin of cafety.	Subst.	
	DeHav.	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	Subst.	
						1	J,	sufficient height to clear the power line was not determined.	1	
AGL	DeHav.	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.	
							<u> </u>	during the landing roll. The cause of the engine failure was not determined.		
	DeHav.	82	01.06.57.	Near	Derrinallum	VIC	Ag/Day	The aircraft collided with high tension power cables when the pilot misjudged the distance from the cables during a crop spraying operation.	Subst.	
AQS	DeHav.	82	01.06.57.	Arona Gap	Near	PNG	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.	
SAG	Austos	1/481	02.05.52	Injuna	noor Posso	CLD	CHTP/D	low overcast without first ensuring that visual flight could be maintained.	Doct	
SAG	Auster	J/1N	02.06.57.	Injune	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.	
	Auster	J/5G	03.06.57.	near Cudal	Cudal	NSW	PVT/Day	parti. The artication unique with the tree artic crashed. During landing the undercarriage collapsed following the failure of a weld on the stub axie. The failure was due to the rough terrain upon which	Subst.	
							<u> </u>	the aircraft had been operating.		
	DeHav.	82	08.06.57.	Rocky Ponds	near Ayr	QLD	PVT/Day	On an approach to land the pilot undershot the strip and the aircraft collided with a log marking the threshold.	Subst.	
			ļ							
DDP	DeHav.	82	15.06.57.	near Chinchilla	Toowoomba?	QLD	PVT/Day	While engaged in unauthorised low flying the aircraft collided with a tree. The pilot failed to maintain an adequate lookout.	Dest.	Crash site also reported as Toowoomba.
WWB	Consol.	PBY5A	16.06.57.	Kikori River		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.	Subst.	
	CZL	Aero 45	19.06.57.	near Pithara	near Moora	WA	PVT/Day	was due to the failure of the hull for reasons undetermined. 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	Subst.	DCA report states location as 'Pethara'.
		ACI U 40	13.00.37.	ricai r luidid	rical WUUTd	VVA	. vi/Day		Juust.	Description states location as retiliara.
PXA	CZL		l l					colliding with obstructions.		l I

	DeHav.	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.	
BNW	DeHav.	82	23.06.57.	Goulburn aerodrome	Goulburn	NSW	Trng/Day	The aircraft nosed over during take-off following misuse of controls by an inexperienced student pilot.	Subst.	
							(Solo)			
AGO	Lockh.	414-56	24.06.57.	Horn Island		QLD	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.	
								the pilot was unable to carry out a successful baulked approach with one engine inoperative due to his lack of recent experience in this manoeuvre.		
	DeHav.	82	28.06.57.	Mudgee aerodrome	Mudgee	NSW	Trng/Day	manuscuve. 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	Subst.	
	Deriav.	02	20.00.37.	widagee aerodrome	widugee	14344	iiig/Day	Note to define out the ancient swing to the right of the rights; in the right of the collided with a tree stump. The accident was due to the inexperience of the student pilot.	Subst.	
BNE	Norseman.		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.	
								rocker housing.		
BSL	DeHav.	DHC-1	06.07.57.	Frederick Henry Bay	Hobart	TAS	PVT/Day	At a low height a right turn was commenced over water and the aircraft struck the water and cartwheeled. The reason why the aircraft		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	Doug.	DC-3	08.07.57.	Innisfail aerodrome	Innisfail	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	DeHav.	82	13.07.57.	Newland Heads	Victor Harbour	SA	PVT/Day	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.	
AWIL	Deriav.	02	13.07.37.	ivewialiu lieaus	VICTOI Harbour	3/1	r v i / Day	The cause of the accident was not determined.	Dest.	
	DeHav.	82	21.07.57.	Goulburn aerodrome	Goulburn	NSW	Trng/Day	When making an approach to land the pilot misjudged the approach and caused the aircraft to undershoot. The aircraft collided with a	Subst.	
								boundary fence and then struck the ground.		
AGZ	Ryan	STM	03.08.57.	near Corowa	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	Dest.	J.Streeter register reports date as 05.08.57.
			1					area at a height which prevented him being able to clearly observe obstructions on the flight path.		
RVE	DeHav.	82	04.08.57.	Ararat aerodrome	Ararat	VIC	Trng/Day	The aircraft stalled during the climb and collided with a boundary fence. The pilot attempted a manoeuvre unsuitable for the aircraft type when taking off.	Subst.	
BGN	Auster	5	05.08.57.	Rocky Ponds	near Avr	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.	
				, 1 01103		400	,,	destroyed.		
	DeHav.	82	06.08.57.	Dalveen	near Warwick	QLD	Ag/Day	Following a sudden loss of engine power during low level crop spraying operation the pilot was forced to land unsuitable terrain. The	Subst.	
						1	1	undercarriage collapsed and the aircraft overturned. The cause of the accident was that the pilot took off with insufficient fuel for the		
SJW	DeHav.	84	16.08.57.	Mount Douglas	Charters Towers	QLD	Charter/Day	intended flight. The aircraft crashed in timbered country soon after take-off. The cause of the accident could not be determined.	Dest.	
SJW	DeHav. DeHav.	104	16.08.57. 21.08.57.	Mount Douglas Nicholson Station	Charters Towers near???	QLD WA	Charter/Day RPT/Day	The aircraft crashed in timbered country soon after take-off. The cause of the accident could not be determined. 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.	Dest. Subst.	
	Auster	J/SF	21.08.57.	Barcudgel Station	near???	QLD	PVT/Day	The ancient connect with a shaft to ever the mining at the end of the trumway. The phot named to exercise proper care winer asking own wind. During an attempted take when the aircraft failed to become airborne collided with a mound of earth at the end of the strip and overturned.	Jubst.	
		,			<u> </u>	<u> </u>		The cause of the accident was not determined.		
	DeHav.	82	03.09.57.	Burren Junction aerodrome	Walgett	NSW	Trng/Day	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	Subst.	
L			1			<u> </u>	(Solo)	improper supervision during training.		
BOZ	DeHav.	82	04.09.57.	Rand	near Jerilderie	NSW	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.	Dest.	Pilot Ron Fankhauser.
BOM	Fletcher	FU-24	10.09.57.	near Armidale	Armidale	NSW	Ag/Day	Shortly after take-off the aircraft commenced a left turn after which the engine noise was heard to rise. The aircraft descended dumping superphosphate and crashed into the side of a hill. The cause of the accident was not determined.	Dest.	
DFS	Cessna	170	13.09.57.	51 miles N.E of Broken Hill	Broken Hill	NSW	Charter/Day	Super principinate aim of assingt into the state of a min. The classe of the account was not determined. The aircraft struck an earthen bank during take-off. The cause of the accident was not determined.	Subst.	
RNI	DeHav.	DHC-1	14.09.57.	Walgett aerodrome	Walgett	NSW	PVT/Day	Whist making right hand turn just after take-off the aircraft crashed out of control. Perbabble cause was that the pilot used improper	Subst.	
L."						L	1	technique.		
	DeHav.	82	19.09.57.	Bankstown aerodrome	Bankstown	NSW	PVT/Day	Whilst taxying from landing the aircraft was caught in an unexpected gust of wind and overturned.	Subst.	
REW	DeHav.	DHC-1	22.09.57.	Norseman aerodrome	Norseman	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.	
	D. II.	03	044057	No. of the second second	Namedon	NCM	1-10-	In an attempt to land the aircraft struck the ground in a stalled condition collapsing the undercarriage.	e to	
	DeHav.	82	04.10.57.	near Narrandera	Narrandera	NSW	Ag/Day	The aircraft collided with high tension power cables when the pilot entered an area of known hazard without first establishing the position of obstructions with relation to his flight path.	Subst.	
	DeHav.	82	06.10.57.	Sandy Cape	N/W Queenstown	TAS	PVT/Day	or Doubtections with reason to manager parts. The pilot selected unsuitable terrain for take-off. The aircraft swung at right angles to the take-off path and eventually overturned when it	Subst.	
								encountered a gust of wind. The pilot could not cope with the wind conditions due to his inexperience.		
	DeHav.	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	Subst.	
	D. II.	82	14.10.57.	Barriana .	222	QLD	1-10-	supervision of the student pilot and an incorrect assessment of the wind conditions on the part of the flight instructor.	e to	
FAF	DeHav. Auster	J/1B	14.10.57.	Bonjeen Hoxton Park	near ???	NSW	Ag/Day Trng/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. When recovering from an acrobatic manoeuvre at low altitude the aircraft struck the ground at a relatively high speed before complete	Subst. Dest.	
FAF	Auster	3/16	14.10.57.	HOXLOII Park	Liverpool	INDAN	(Solo)	when recovering from an actionate manuscenter action action to the following from the control of the accident was not determined. recovery was effected. The cause of the accident was not determined.	Dest.	
	Glider	???	19.10.57.	Mount Gambier aerodrome	Mount Gambier	SA	Trng/Day	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	Subst.	
							(Solo)	emergency action by the pilot arising from inexperience.		
BPZ	DeHav.	DHC-1	20.10.57.	near Canberra	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.	
							(Solo)	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	C. b.o.	Policilia canti Tura
B	100	420	24.40.57	Construct Desires In			AWK/Day	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.
ВНІ	Hiller	12C	21.10.57.	Cape York Peninsula		QLD		aircraft collided with trees. The cause of the accident was the pilots lack of type experience and unfamiliarity with local conditions.		
ВНІ	Hiller DeHav.	12C 84		Cape York Peninsula Maprik airstrip		QLD PNG	Charter/Day	aircraft collided with trees. The cause of the accident was the pilots lack of type experience and unfamiliarity with local conditions. 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	Subst.	
ВНІ			21.10.57. 14.10.57.				Charter/Day	aircraft collided with trees. The cause of the accident was the pilots lack of type experience and unfamiliarity with local conditions. 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.		
ВНІ					Cairns		Trng/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 isinding was due to the pilots inexperience with local conditions. 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		
ВНІ	DeHav.	84 82	14.10.57. 26.10.57.	Maprik airstrip Cairns aerodrome		PNG QLD	Trng/Day (Dual)	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. 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.	
ВНІ	DeHav.	84	14.10.57.	Maprik airstrip	Cairns Gawler	PNG	Trng/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. 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 nesst) in the induction amaifold. The pilot failed to correctly assess the significant of power cables when engaged on a finishing run of crop dusting operation and the aircraft	Subst.	
ВНІ	DeHav.	84 82	14.10.57. 26.10.57.	Maprik airstrip Cairns aerodrome		PNG QLD	Trng/Day (Dual)	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. 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 next) in the induction annahold. The pilot failed to correctly assess the significant of power cables when engaged on a inhishing run of crop dusting operation and the aircraft collided with the power line. 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.	
	DeHav. DeHav. DeHav.	84 82 82 94	14.10.57. 26.10.57. 26.10.57.	Maprik airstrip Cairns aerodrome near Gawler Moyhu	Gawler	PNG QLD SA VIC	Trng/Day (Dual) Ag/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. 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. 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. Following a take-off from a sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft stalled and crashed when the pilot attempted a low level turn at to low an airspeed.	Subst. Subst.	
BHI	DeHav. DeHav. DeHav. DeHav. Douglas	84 82 82 94 DC-3	14.10.57. 26.10.57. 26.10.57. 28.10.57. 04.11.57.	Maprik airstrip Cairns aerodrome near Gawler Moyhu East Lakes Golf Course	Gawler near Wangaratta near Sydney Airport	PNG QLD SA VIC	Trng/Day (Dual) Ag/Day PVT/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. 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 next) in the induction manifold. The pilot failed to correctly assess the significant of power cables when engaged on a finishing run of crop disting operation and the aircraft collided with the power line. Following a take of from a sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft stalled and crashed when the pilot attempted a low level turn at too low an airspeed. Suffered engine failure after takes off from Sydney and forced landed into a lagoon on the Golf Course. Recovered and rebuilt as VH-EWE.	Subst. Subst. Subst. Subst. Subst.	
EWF	DeHav. DeHav. DeHav. DeHav. DeHav. DeHav.	84 82 82 94 DC-3 82	14.10.57. 26.10.57. 26.10.57. 28.10.57. 04.11.57. 17.11.57.	Maprik airstrip Caims aerodrome near Gawler Moyhu East Lakes Golf Course "Moondah" Station	Gawler near Wangaratta near Sydney Airport near Longreach	PNG QLD SA VIC NSW QLD	Trng/Day (Dual) Ag/Day PVT/Day RPT/ Ag/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. 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. 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. Following a take-off from a sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft 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 fanded into a lagoon on the Golf Course. Recovered and rebuilt as VH-EWE. The pilot misjudged his height above the ground during a landing level-off. The aircraft dropped heavily and the right undervarriage broke off	Subst. Subst. Subst. Subst.	
	DeHav. DeHav. DeHav. DeHav. Douglas	84 82 82 94 DC-3	14.10.57. 26.10.57. 26.10.57. 28.10.57. 04.11.57.	Maprik airstrip Cairns aerodrome near Gawler Moyhu East Lakes Golf Course	Gawler near Wangaratta near Sydney Airport	PNG QLD SA VIC	Trng/Day (Dual) Ag/Day PVT/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. 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. The pilot failed to correctly assess the significant of power cables when engaged on a finishing run of crop dusting operation and the aircraft collider with the power line. Following a take-off from a but-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft 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. The pilot misjudged his height above the ground during a landing level-off. The aircraft dropped heavily and the right undercarriage broke off When the engine stopped at a height of above 150 ground after take-off the pilot was forced to land straight affor his aircraft when the contract is the contract of the aircraft dropped heavily and the right undercarriage broke off When the engine stopped at a height of above 150 ground after take-off the pilot was forced to land straight affor his aircraft.	Subst. Subst. Subst. Subst. Subst.	
EWF	DeHav. DeHav. DeHav. DeHav. DeHav. DeHav.	84 82 82 94 DC-3 82	14.10.57. 26.10.57. 26.10.57. 28.10.57. 04.11.57. 17.11.57.	Maprik airstrip Caims aerodrome near Gawler Moyhu East Lakes Golf Course "Moondah" Station	Gawler near Wangaratta near Sydney Airport near Longreach	PNG QLD SA VIC NSW QLD	Trng/Day (Dual) Ag/Day PVT/Day RPT/ Ag/Day Trng/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. 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. 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. Following a take-off from a sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft 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 fanded into a lagoon on the Golf Course. Recovered and rebuilt as VH-EWE. The pilot misjudged his height above the ground during a landing level-off. The aircraft dropped heavily and the right undervarriage broke off	Subst. Subst. Subst. Subst. Subst. Subst. Subst.	
EWF	DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. Douglas DeHav. DeHav.	84 82 82 94 DC-3 82 DHC-1	14.10.57. 26.10.57. 26.10.57. 28.10.57. 04.11.57. 17.11.57. 04.12.57.	Maprik airstrip Caims aerodrome near Gawler Moyhu East Lakes Golf Course "Moondah" Station Moorabbin aerodrome	Gawler near Wangaratta near Sydney Airport near Longreach Moorabbin	PNG QLD SA VIC NSW QLD VIC	Trng/Day (Dual) Ag/Day PVT/Day RPT/ Ag/Day Trng/Day (Solo)	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. 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 secredome but the aircraft struck the ground. The engine failure was due foreign matter (a wasps next) in the induction manifold. The pilot failed to correctly assess the significant of power cables when engaged on a inhishing run of crop dusting operation and the aircraft collided with the power line. Following a take off from a sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft stalled and crashed when the pilot attempted a low level turn at too low an airspeed. Suffered anging failure after takes off from systeps and forced landed into a lagoon on the Golf Course. Recovered and rebuilt as VH-EVE. The pilot misjudged his height above the ground during a landing level-off. The aircraft dropped heavily and the right undercarriage broke off 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 pilot safe to the land that withcritent fuel.	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	
EWF	DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav.	84 82 82 94 DC-3 82 DHC-1	14.10.57. 26.10.57. 26.10.57. 28.10.57. 04.11.57. 17.11.57. 04.12.57.	Maprik airstrip Cairns aerodrome near Gawler Moyhu East Lakes Golf Course "Moonabh' Station Moorabbin aerodrome Katherine airstrip	Gawler near Wangaratta near Sydney Airport near Longreach Moorabbin Katherine	PNG QLD SA VIC NSW QLD VIC NT	Trng/Day (Dual) Ag/Day PVT/Day RPT/ Ag/Day Trng/Day (Solo) 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. 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 accordance but the aircraft strick the ground. The engine failure was due foreign matter (a wasps nest) in the induction manifold. The pilot failed to correctly assess the significant of power cables when engaged on a finishing run of crop dusting operation and the aircraft coilided with the power line. Following a take-off from a sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft statled 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 landeed into a lagoon on the Golf Course. Recovered and rebuilt as VH-EWE. The pilot migludged his height above the ground during a landing level-off. The aircraft dropped heavily and the right undercarriage broke off When the engine stopped at a height of abovt 50 feet above the ground after take-off the pilot was forced to land straight after. The aircraft cruned to the right soon after take-off the pilot was forced to land straight after. The aircraft reme to the right soon after take-off the failor to select a fuel tank with sufficient fuel. The aircraft truned to the right soon after take-off to failed to timb and after trake-off goon engit miles wis 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 height.	Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Dest.	
EWF RV?	DeHav. DeHav. DeHav. DeHav. Douglas DeHav. DeHav. DeHav. DeHav.	84 82 82 94 DC-3 82 DHC-1 84	14.10.57. 26.10.57. 26.10.57. 28.10.57. 04.11.57. 17.11.57. 04.12.57.	Maprik airstrip Caims aerodrome near Gawler Moyhu East Lakes Golf Course "Moondah" Station Moorabbin aerodrome	Gawler near Wangaratta near Sydney Airport near Longreach Moorabbin	PNG QLD SA VIC NSW QLD VIC NT	Trng/Day (Dual) Ag/Day PVT/Day RPT/ Ag/Day Trng/Day (Solo)	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. 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 secrodrome but the aircraft struck the ground. The engine failure was due foreign matter (a wasps inset) in the induction manifold. The pilot failed to correctly assess the significant of power cables when engaged on a inhishing run of crop obstiting operation and the aircraft collided with the power line. Following a take off from a sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft 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. The pilot misjudged his height above the ground during a landing level-off. The aircraft dropped heavily and the right undercarriage broke off When the engine stopped at a height of 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. 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 ovetured. Probably the amount and distribution of load reduced the performance capability such that the aircraft could reach a manoeuvring height. When the epilot attempted to take-off from a sub-standard field the aircraft failed to become airborne and ran through a fence.	Subst.	
EWF	DeHav. DeHav. DeHav. DeHav. Douglas DeHav. DeHav. DeHav. DeHav. DeHav. Lockh.	82 82 94 DC-3 82 DHC-1 84	14.10.57. 26.10.57. 26.10.57. 28.10.57. 04.11.57. 17.11.57. 04.12.57. 16.12.57.	Maprik airstrip Cairns aerodrome near Gawler Moyhu East Lakes Golf Course "Moondah" Station Moorabbin aerodrome Katherine airstrip near Lismore Sydney airport	Gawler near Wangaratta near Sydney Airport near Longreach Moorabbin Katherine Lismore	PNG QLD SA VIC NSW QLD VIC NT VIC NSW	Trng/Day (Dual) Ag/Day PVT/Day RPT/ Ag/Day Trng/Day (Solo) Charter/Day Ag/Day RPT/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. 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. The pilot failed to correctly assess the significant of power cables when engaged on a finishing run of crop dusting operation and the aircraft coulided with the power line. Following a take-off from a sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft statled and crashed when the pilot attempted a low love elem run to 100 was airspeed. Saffered engine failure after take-off from Sydney and forced landed into a bigion on the Golf Course. Recovered and rebuilt as VH-EWE. The pilot misjudged his height above the ground during a landing level-off. The aircraft dropped heavily and the right undercarriage torole off When the engine stopped at a height 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 accodent was the pilots failure to select a fuel tank with sufficient fuel. The aircraft runed to the right soon after take-off the failed to the miss and after travelling some eight miles was landed in an open field and overtured. Probably the amount and distribution of load reduced the performance capability such that the aircraft could reach a manoeuvring height. When the pilot attempted to take-off from a sub-standard field the aircraft failed to become airborne and ran through a fence.	Subst.	
EWF RV?	DeHav. DeHav. DeHav. DeHav. Douglas DeHav. DeHav. DeHav. DeHav.	84 82 82 94 DC-3 82 DHC-1 84	14.10.57. 26.10.57. 26.10.57. 28.10.57. 04.11.57. 17.11.57. 04.12.57.	Maprik airstrip Cairns aerodrome near Gawler Moyhu East Lakes Golf Course "Moonabh' Station Moorabbin aerodrome Katherine airstrip	Gawler near Wangaratta near Sydney Airport near Longreach Moorabbin Katherine	PNG QLD SA VIC NSW QLD VIC NT	Trng/Day (Dual) Ag/Day PVT/Day RPT/ Ag/Day Trng/Day (Solo) 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. 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 next) in the induction manifold. 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. Following a take-off from a Just standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft 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. The pilot misjudged his height above the ground during a landing level-off. The aircraft dropped heavily and the right undercarriage broke off When the engine stopped at a height of about 50 feet above the ground after take-off he 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. 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 height. 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 wingitp of VH-EAM whilst taxying.	Subst.	
EWF RV?	DeHav. DeHav. DeHav. DeHav. Douglas DeHav. DeHav. DeHav. DeHav. DeHav. Lockh.	82 82 94 DC-3 82 DHC-1 84	14.10.57. 26.10.57. 26.10.57. 28.10.57. 04.11.57. 17.11.57. 04.12.57. 16.12.57.	Maprik airstrip Cairns aerodrome near Gawler Moyhu East Lakes Golf Course "Moondah" Station Moorabbin aerodrome Katherine airstrip near Lismore Sydney airport	Gawler near Wangaratta near Sydney Airport near Longreach Moorabbin Katherine Lismore	PNG QLD SA VIC NSW QLD VIC NT VIC NSW	Trng/Day (Dual) Ag/Day PVT/Day RPT/ Ag/Day Trng/Day (Solo) Charter/Day Ag/Day RPT/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. 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 aerodrone but the aircraft struck the ground. The engine failure was due foreign matter (a wasps nest) in the induction manifold. 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 hine. Following a take-off from a Just standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft 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. The pilot misjudged his height above the ground during a landing level-off. The aircraft dropped heavily and the right undercarriage broke off When the engine stopped at a height of about 50 feet above the ground after take-off the pilot was forced to land straight after all aircraft collided with a mound of earth. The cause of the accident was the pilots failure to select a fuel tank with sufficient fuel. The aircraft turned to the right soon after take-off that failed to to limb and after travelling some eight mise 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 height. When the engine of VH-EAM whitst tawying. 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. It could not outclimb the terrain and struck the tree tops. The probable cause of the accident was that the aircraft was committ	Subst.	
EWF RV?	DeHav. Vickers	82 82 94 DC-3 82 DHC-1 84 82 1049 82	14.10.57. 26.10.57. 26.10.57. 28.10.57. 28.10.57. 04.11.57. 17.11.57. 04.12.57. 16.12.57. 18.12.57.	Maprik airstrip Caims aerodrome near Gawler Moyhu East Lakes Golf Course "Moondah" Station Moorabbin aerodrome Katherine airstrip near Lismore Sydney airport near Launching Place Launceston aerodrome	Gawler near Wangaratta near Sydney Airport near Longreach Moorabbin Katherine Lismore near Warburton	PNG QLD SA VIC NSW QLD VIC NT VIC NSW VIC TAS	Trng/Day (Dual) Ag/Day PVT/Day RPT/ Ag/Day SPT/Day Ag/Day Trng/Day (Solo) Charter/Day Ag/Day RPT/Day Ag/Day RPT/Day Ag/Day RPT/Day Ag/Day RPT/Day Ag/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. 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 secondome but the aircraft struck the ground. The engine failure was due foreign matter (a wasps ness) in the induction manifold. The pilot failed to correctly assess the significant of power cables when engaged on a inhishing run of crop dusting operation and the aircraft collided with the power line. Following a take-off from an sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft 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. The pilot majudged his height above the ground during a landing level-off. The aircraft dropped heavily and the right undercarriage broke off 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. 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 capabilities such that the aircraft could read a manoeuvring height. When the winging of VH-EAM whilst taxing. At the end of a low level pasture spraying run the aircraft was pulled up in a steep dimbing turn manoeuvre over tree covered rising ground. It could not outclimb the terrain and struck the tree tops. The probable cause of the accident was that the aircraft was committe	Subst.	Newspaper (Hobart Mercury?) report 20.12.57.
EWF RV? DMA	DeHav. Lockh. DeHav. Vickers	82 82 94 DC-3 82 DHC-1 84 82 1049 82	14.10.57. 26.10.57. 26.10.57. 26.10.57. 28.10.57. 04.11.57. 17.11.57. 04.12.57. 16.12.57. 16.12.57. 19.12.57. 19.12.57.	Maprik airstrip Cairns aerodrome near Gawler Moyhu East Lakes Golf Course "Moonabh' Station Moorabbin aerodrome Katherine airstrip near Lismore Sydney airport near Launching Place Launceston aerodrome Ascot	Gawler near Wangaratta near Sydney Airport near Congreach Moorabbin Katherine Lismore	PNG QLD SA VIC NSW QLD VIC NT VIC NSW VIC VIC	Trng/Day (Dual) Ag/Day PVT/Day RPT/ Ag/Day Trng/Day (Solo) Charter/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/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. 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. 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. Following a take-off from a sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft 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. The pilot misjudged his height above the ground during a landing level-off. The aircraft dropped heavily and the right undercarriage broke off When the engine stopped at a height of about 50 feet above the ground after take-off the pilot was forced to land straight after his earlor than cold with a mound of earth. The cause of the accident was the pilots failure to select a fuel tank with sufficient fuel. The aircraft truned to the right soon after take-off the tailed 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 height. When the pilot attempted to take-off from a sub-standard field the aircraft failed to become airborne and ran through a fence. Callided with the wingtip of VH-EAM whilst takeying. 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 gr	Subst.	Newspaper (Hobart Mercury?) report 20.12.57.
EWF RV? DMA	DeHav. Vickers	82 82 94 DC-3 82 DHC-1 84 82 1049 82	14.10.57. 26.10.57. 26.10.57. 28.10.57. 28.10.57. 04.11.57. 17.11.57. 04.12.57. 16.12.57. 18.12.57.	Maprik airstrip Caims aerodrome near Gawler Moyhu East Lakes Golf Course "Moondah" Station Moorabbin aerodrome Katherine airstrip near Lismore Sydney airport near Launching Place Launceston aerodrome	Gawler near Wangaratta near Sydney Airport near Longreach Moorabbin Katherine Lismore near Warburton	PNG QLD SA VIC NSW QLD VIC NT VIC NSW VIC TAS	Trng/Day (Dual) Ag/Day PVT/Day RPT/ Ag/Day SPT/Day Ag/Day Trng/Day (Solo) Charter/Day Ag/Day RPT/Day Ag/Day RPT/Day Ag/Day RPT/Day Ag/Day RPT/Day Ag/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 pilot is inexperience with local conditions. 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 secrodrome but the aircraft struck the ground. The engine failure was due foreign matter (a wasps inset) in the induction manifold. The pilot failed to correctly assess the significant of power cables when engaged on a inhishing run of crop busting operation and the aircraft collided with the power line. Following a take-off from a sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft 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. Suffered engine failure after take-off from Sydney and forced landed into a lagoon on the Golf Course. Recovered and rebuilt as VH-EWE. The pilot misjudged his height above the ground during a landing level-off. The aircraft dropped heavily and the right undercarriage broke off When the engine stopped at a height of about 50 feet above the ground after take-off the follow as forced to land straight and the right collided with a mound of earth. The cause of the accident was the pilots failure to select a fuel tank with sufficient fuel. 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 caread a manoeuvring height. When the wingtio of VH-EAM whilst taxying. At the end of a love level pasture and additional accident was propriet in a struck the tree tops. The probable cause of the accident was that	Subst.	Stewspaper (Hobart Mercury?) report 20.12.57.
EWF RV? DMA	DeHav. Avro	82 82 94 DC-3 82 DHC-1 84 82 1049 82 7550 82 Anson	14.10.57. 26.10.57. 26.10.57. 28.10.57. 28.10.57. 04.11.57. 17.11.57. 04.12.57. 16.12.57. 18.12.57. 19.12.57. 21.12.57.	Maprik airstrip Cairns aerodrome near Gawler Moyhu East Lakes Golf Course "Moondah" Station Moorabbin aerodrome Katherine airstrip near Lismore Sydney airport near Launching Place Launceston aerodrome Ascot Tapini airstrip	Gawler near Wangaratta near Sydney Airport near Longreach Moorabbin Katherine Lismore near Warburton Laurneston near Creswick	PNG QLD SA VIC NSW QLD VIC NT VIC NSW VIC VIC NSW VIC NSW VIC TAS	Trng/Day (Dual) Ag/Day PVT/Day RPT/ Ag/Day Trng/Day (Solo) Charter/Day Ag/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. 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 accordance but the aircraft strok the ground. The engine failure was used foreign matter (a wasps neat) in the induction manifold. 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. Following a take-off from a sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft 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 lagono on the Golf Course. Recovered and rebuilt as VH-EWE. The pilot misjudged his height above the ground during a landing level-off. The aircraft dropped heavily and the right undercarriage broke off When the engine stopped at a height of abovt 50 feet above the ground after take-off the pilot was forced to land straight after he aircraft colled with a mound of earth. The cause of the accident was the pilots failure to select a fuel tank with sufficient fuel. The aircraft truned to the right soon after take-off to talled 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 height. When the pilot attempted to take-off from a sub-standard field the aircraft failed to become aircraft and not outclim the terrain and struck the tree tops. The probable cause of the accident was that the aircraft was committed to a flight patch having a gradient in excess of the aircraft sclimb performance capabilities	Subst.	Newspaper (Hobart Mercury?) report 20.12.57.
EWF RV? DMA	DeHav. Lockh. DeHav. Vickers	82 82 94 DC-3 82 DHC-1 84 82 1049 82	14.10.57. 26.10.57. 26.10.57. 26.10.57. 28.10.57. 04.11.57. 17.11.57. 04.12.57. 16.12.57. 16.12.57. 19.12.57. 19.12.57.	Maprik airstrip Cairns aerodrome near Gawler Moyhu East Lakes Golf Course "Moonabh' Station Moorabbin aerodrome Katherine airstrip near Lismore Sydney airport near Launching Place Launceston aerodrome Ascot	Gawler near Wangaratta near Sydney Airport near Longreach Moorabbin Katherine Lismore near Warburton	PNG QLD SA VIC NSW QLD VIC NT VIC NSW VIC TAS	Trng/Day (Dual) Ag/Day PVT/Day RPT/ Ag/Day Trng/Day (Solo) Charter/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/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 pilot is inexperience with local conditions. 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 secrodrome but the aircraft struck the ground. The engine failure was due foreign matter (a wasps inset) in the induction manifold. The pilot failed to correctly assess the significant of power cables when engaged on a inhishing run of crop busting operation and the aircraft collided with the power line. Following a take-off from a sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft 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. Suffered engine failure after take-off from Sydney and forced landed into a lagoon on the Golf Course. Recovered and rebuilt as VH-EWE. The pilot misjudged his height above the ground during a landing level-off. The aircraft dropped heavily and the right undercarriage broke off When the engine stopped at a height of about 50 feet above the ground after take-off the follow as forced to land straight and the right collided with a mound of earth. The cause of the accident was the pilots failure to select a fuel tank with sufficient fuel. 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 caread a manoeuvring height. When the wingtio of VH-EAM whilst taxying. At the end of a love level pasture and additional accident was propriet in a struck the tree tops. The probable cause of the accident was that	Subst.	Newspaper (Hobart Mercury?) report 20.12.57.
EWF RV? DMA	DeHav. Avro	82 82 94 DC-3 82 DHC-1 84 82 1049 82 7550 82 Anson	14.10.57. 26.10.57. 26.10.57. 28.10.57. 28.10.57. 04.11.57. 17.11.57. 04.12.57. 16.12.57. 18.12.57. 19.12.57. 21.12.57.	Maprik airstrip Cairns aerodrome near Gawler Moyhu East Lakes Golf Course "Moondah" Station Moorabbin aerodrome Katherine airstrip near Lismore Sydney airport near Launching Place Launceston aerodrome Ascot Tapini airstrip	Gawler near Wangaratta near Sydney Airport near Longreach Moorabbin Katherine Lismore near Warburton Laurneston near Creswick	PNG QLD SA VIC NSW QLD VIC NT VIC NSW VIC VIC NSW VIC NSW VIC TAS	Trng/Day (Dual) Ag/Day PVT/Day RPT/ Ag/Day Trng/Day (Solo) Charter/Day Ag/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 insepereinee with local conditions. 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 secretion with the provided provided in the pilot strip of the pilot attempted to land back on the secretion but the aircraft struck the ground. The engine failure was due foreign matter (a wasps nest) in the induction manifold. The pilot failed to cornectly assess the significant of power cables when engaged on a finishing run of crop disting operation and the aircraft collided with the power line. Following a take off from a sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft stalled and crashed when the pilot attempted a low level turn at too low an airspeed. Suffered engine failure after takes off from Sydney and forced landed into a lagoon on the Golf Course. Recovered and rebuilt as VH-EWE. The pilot misjudged his height above the ground during a landing level-off. The aircraft dropped heavily and the right undercarriage broke off When the engine stopped at a height of about 50 feet above the ground after take-off be 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. 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 height. 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 wingtip of VH-EAM whilst taxying. After engine start the hydraulics sy	Subst.	Newspaper (Hobart Mercury?) report 20.12.57.
EWF RV? DMA	DeHav. Lockh. DeHav. Avro Avro DeHav.	82 82 94 DC-3 82 DHC-1 84 82 1049 82 2 Anson Anson	14.10.57. 26.10.57. 26.10.57. 28.10.57. 04.11.57. 17.11.57. 17.11.57. 16.12.57. 16.12.57. 19.12.57. 19.12.57. 22.12.57. 29.12.57.	Maprik airstrip Cairns aerodrome near Gawler Moyhu East Lakes Golf Course "Moondah" Station Moorabbin aerodrome Katherine airstrip near Lismore Sydney airport near Launching Place Launceston aerodrome Ascot Tapini airstrip Bridport aerodrome Parafield aerodrome	Gawler near Wangaratta near Sydney Airport near Longreach Moorabbin Katherine Lismore near Warburton Launceston near Oreswick Parafield	PNG QLD SA VIC NSW QLD VIC NT VIC NSW VIC TAS SA	Trng/Day (Dual) Ag/Day PVT/Day RPT/ Ag/Day Frng/Day (Solo) Charter/Day Ag/Day RPT/Nay Ag/Day Awk/Day Awk/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. 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 accordance but the aircraft struck the ground. The engine failure was used foreign matter (a wasps neat) in the induction mannifold. The pilot failed to correctly assess the significant of power cables when engaged on a finishing run of crop dusting operation and the aircraft scollided with the power line. Following a take-off from a sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft 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 lagono on the Golf Course. Recovered and rebuilt as VH-EWE. Suffered engine failure after take-off from Sydney and forced landed into a lagono on the Golf Course. Recovered and rebuilt as VH-EWE. When the engine stopped at a height of about 50 feet above the ground after take-off the pilot was forced to land straight after his carrier to collided with a mound of earth. The cause of the accident was the pilots failure to select a fuel tank with sufficient fuel. The aircraft turned to the right soon after take-off to talled 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 height. 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 winging of VH-EAM whilst taxiping. 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 gr	Subst.	Newspaper (Hobart Mercury?) report 20.12.57.
EWF RV? DMA	DeHav. Avro	82 82 94 DC-3 82 DHC-1 84 82 1049 82 7560 82 Anson	14.10.57. 26.10.57. 26.10.57. 26.10.57. 28.10.57. 04.11.57. 17.11.57. 04.12.57. 16.12.57. 16.12.57. 19.12.57. 19.12.57. 22.12.57.	Maprik airstrip Cairns aerodrome near Gawler Moyhu East Lakes Golf Course "Moondah" Station Moorabbin aerodrome Katherine airstrip near Lismore Sydney airport near Launching Place Launceston aerodrome Ascot Tapini airstrip Bridport aerodrome	Gawler near Wangaratta near Sydney Airport near Longreach Moorabbin Katherine Lismore near Warburton Launteston near Creswick	PNG QLD SA VIC NSW QLD VIC NT VIC NT VIC NSW VIC TAS VIC PNG	Trng/Day (Oual) Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day Trng/Day (Solo) Charter/Day Ag/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. 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 next) in the induction manifold. The pilot failed to correctly assess the significant of power cables when engaged on a finishing run of crop disting operation and the aircraft collided with the power line. Following a take-off from a Jub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft 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. Suffered engine failure after take-off from Sydney and forced landed into a lagoon on the Golf Course. Recovered and rebuilt as VH-EWE. The pilot misjudged his height above the ground during a landing level-off. The aircraft dropped heavily and the right undercarriage broke off When the engine stopped at a height of about 50 feet above the ground after take-off the pilot was forced to land straight after aircraft collided with a mound of earth. The cause of the accident was the pilots failure to select a fuel tank with sufficient fuel. The aircraft turned to the right soon after take-off but failed to climins and after travelling some eight mise 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 height. When the pilot attempted to take-off from a sub-standard field the aircraft failed to become airbome and ran through a fence. Collided with the wingtip of VH-EAM whitst taxying. Ath	Subst.	Newspaper (Hobart Mercury?) report 20.12.57.
EWF RV? DMA	DeHav. Lockh. DeHav. Avro Avro DeHav.	82 82 94 DC-3 82 DHC-1 84 82 1049 82 2 Anson Anson	14.10.57. 26.10.57. 26.10.57. 28.10.57. 04.11.57. 17.11.57. 17.11.57. 16.12.57. 16.12.57. 19.12.57. 19.12.57. 22.12.57. 29.12.57.	Maprik airstrip Cairns aerodrome near Gawler Moyhu East Lakes Golf Course "Moondah" Station Moorabbin aerodrome Katherine airstrip near Lismore Sydney airport near Launching Place Launceston aerodrome Ascot Tapini airstrip Bridport aerodrome Parafield aerodrome	Gawler near Wangaratta near Sydney Airport near Longreach Moorabbin Katherine Lismore near Warburton Launceston near Oreswick Parafield	PNG QLD SA VIC NSW QLD VIC NT VIC NSW VIC TAS SA	Trng/Day (Dual) Ag/Day PVT/Day RPT/ Ag/Day Frng/Day (Solo) Charter/Day Ag/Day RPT/Nay Ag/Day Awk/Day Awk/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. 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 accordance but the aircraft struck the ground. The engine failure was used foreign matter (a wasps neat) in the induction mannifold. The pilot failed to correctly assess the significant of power cables when engaged on a finishing run of crop dusting operation and the aircraft scollided with the power line. Following a take-off from a sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft 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 lagono on the Golf Course. Recovered and rebuilt as VH-EWE. Suffered engine failure after take-off from Sydney and forced landed into a lagono on the Golf Course. Recovered and rebuilt as VH-EWE. When the engine stopped at a height of about 50 feet above the ground after take-off the pilot was forced to land straight after his carrier to collided with a mound of earth. The cause of the accident was the pilots failure to select a fuel tank with sufficient fuel. The aircraft turned to the right soon after take-off to talled 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 height. 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 winging of VH-EAM whilst taxiping. 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 gr	Subst.	Newspaper (Hobart Mercury?) report 20.12.57.
EWF RV? DMA	DeHav. Lockh. DeHav. Avro Avro DeHav.	82 82 94 DC-3 82 DHC-1 84 82 1049 82 2 Anson Anson	14.10.57. 26.10.57. 26.10.57. 28.10.57. 04.11.57. 04.12.57. 11.12.57. 16.12.57. 18.12.57. 19.12.57. 22.12.57. 22.12.57.	Maprik airstrip Cairns aerodrome near Gawler Moyhu East Lakes Golf Course "Moondah" Station Moorabbin aerodrome Katherine airstrip near Lismore Sydney airport near Launching Place Launceston aerodrome Ascot Tapini airstrip Bridport aerodrome Parafield aerodrome	Gawler near Wangaratta near Sydney Airport near Longreach Moorabbin Katherine Lismore near Warburton Launceston near Oreswick Parafield	PNG QLD SA VIC NSW QLD VIC NT VIC NSW VIC TAS TAS TAS SA VIC	Trng/Day (Dual) Ag/Day PVT/Day RPT/ Ag/Day Frng/Day (Solo) Charter/Day Ag/Day RPT/Nay Ag/Day Awk/Day Awk/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. 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 next) in the induction manifold. The pilot failed to correctly assess the significant of power cables when engaged on a finishing run of crop disting operation and the aircraft collided with the power line. Following a take-off from a Jub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft 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. Suffered engine failure after take-off from Sydney and forced landed into a lagoon on the Golf Course. Recovered and rebuilt as VH-EWE. The pilot misjudged his height above the ground during a landing level-off. The aircraft dropped heavily and the right undercarriage broke off When the engine stopped at a height of about 50 feet above the ground after take-off the pilot was forced to land straight after aircraft collided with a mound of earth. The cause of the accident was the pilots failure to select a fuel tank with sufficient fuel. The aircraft turned to the right soon after take-off but failed to climins and after travelling some eight mise 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 height. When the pilot attempted to take-off from a sub-standard field the aircraft failed to become airbome and ran through a fence. Collided with the wingtip of VH-EAM whitst taxying. Ath	Subst.	Newspaper (Hobart Mercury?) report 20.12.57.
EWF RV? DMA	DeHav. DeHav. DeHav. Douglas DeHav. DeHav. DeHav. DeHav. DeHav. Lockh. DeHav. Vickers DeHav. Avro Avro DeHav.	84 82 82 94 DC-3 82 DHC-1 84 82 1049 82 Anson Anson 82	14.10.57. 26.10.57. 26.10.57. 28.10.57. 04.11.57. 17.11.57. 17.11.57. 16.12.57. 16.12.57. 19.12.57. 19.12.57. 22.12.57. 29.12.57.	Maprik airstrip Caims aerodrome near Gawler Moyhu East Lakes Golf Course "Moondah" Station Moorabbin aerodrome Katherine airstrip near Lismore Sydney airport near Launching Place Launceston aerodrome Ascot Tapini airstrip Bridport aerodrome Parafield aerodrome Parafield aerodrome Dunnstown	Gawler near Wangaratta near Sydney Airport near Longreach Moorabbin Katherine Lismore near Warburton Launzeston near Creswick near Bridport Parafield near Ballarat	PNG QLD SA VIC NSW QLD VIC NT VIC NSW VIC TAS SA	Trng/Day (Oual) Ag/Day PVT/Day Ag/Day PVT/Day Ag/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. 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 aerodrone but the aircraft struck the ground. The engine failure was due foreign matter (a wasps nest) in the induction manifold. 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 hine. Following a take-off from a Just standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft 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. The pilot misjudged his height above the ground during a landing level-off. The aircraft dropped heavily and the right undercarriage broke off When the engine stopped at a height of about 50 feet above the ground after take-off the pilot was forced to land straight after aircraft collided with a mound of earth. The cause of the accident was the pilots failure to select a fuel tank with sufficient fuel. The aircraft turned to the right soon after take-off but failed to climb and after travelling some eight miss 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 height. 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 wingtip of VH-EAM whitst tawying. After engine start the hydraulics system failed and the aircraft was pulled up in a steep climbing turn manoeuvre over tree covered rising g	Subst.	Newspaper (Hobart Mercury?) report 20.12.57.
EWF RV? DMA EAJ TVJ	DeHav. Avro DeHav. DeHav. Avro DeHav. DeHav. DeHav. Avro DeHav. DeHav. Avro DeHav. DeHav.	82 82 94 DC-3 82 DHC-1 84 82 1049 82 7560 82 Anson Anson 82 82 41/4	14.10.57. 26.10.57. 26.10.57. 28.10.57. 04.11.57. 17.11.57. 04.12.57. 16.12.57. 16.12.57. 19.12.57. 19.12.57. 29.12.57. 29.12.57.	Maprik airstrip Caims aerodrome near Gawler Moyhu East Lakes Golf Course "Moondah" Station Moorabbin aerodrome Katherine airstrip near Lismore Sydney airport near Launching Place Launceston aerodrome Ascot Tapini airstrip Bridport aerodrome Parafield aerodrome Dunnstown Danwin River Landsdowne Bridge	Gawler near Wangaratta near Sydney Airport near Longreach Moorabbin Katherine Lismore near Warburton Launceston near Creswick Parafield near Ballarat south of Darwin Liverpool	PNG QLD SA VIC NSW QLD VIC NT VIC NSW VIC TAS VIC PNG TAS VIC NSW VIC TAS VIC NSW VIC TAS VIC NSW VIC	Trng/Day (Dual) Ag/Day PVT/Day RPT/ Ag/Day Trng/Day (Solo) Charter/Day Ag/Day RPT/Clay Ag/Day RPT/Clay Ag/Day RPT/Clay Ag/Day RPT/Night Ag/Day Ag/Day Trng/Day Ag/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 inserperience with local conditions. 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. 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. Following a take-off from a sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft stalled and crashed when the pilot attempted a low level turn at too low an airspeed. Suffered engine failure after stake-off from Sydney and forced baneded into a laignon on the Golf Course. Recovered and rebuilt as VH-EWE. The pilot mijoudged his height above the ground during a landing level-off. The aircraft dropped heavily and the right under arraige broke off When the engine stopped at a height of above the ground during a landing level-off. The aircraft dropped heavily and the right under arraige broke off When the engine stopped as a height of above the ground after take-off the pilot was forced to land straight after hear arraight collided with a mound of earth. The cause of the accident was the pilot saliure to select a fuel tank with sufficient fuel. The aircraft turned to the right soon after take-off for laided to be into an 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 height. When the pilot attempted to take-off from a sub-standard field the aircraft was pulled up in a steep dimining furn manoeuvre over recovered rising ground. It could not out-th	Subst.	
EWF RV? DMA EAJ TVJ	DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. Lockh. DeHav. Vickers DeHav. Avro DeHav. Avro DeHav. DeHav. Avro DeHav. Avro DeHav. Avro DeHav. Auster	84 82 94 95 82 00-3 82 00-3 82 00-1 84 82 1049 82 7560 82 Anson Anson 82 82 82 82 82 84 85 85 85 86 87 86 87 88 88	14.10.57. 26.10.57. 26.10.57. 28.10.57. 104.11.57. 104.12.57. 11.12.57. 16.12.57. 16.12.57. 19.12.57. 22.12.57. 22.12.57. 29.12.57. 31.12.57.	Maprik airstrip Caims aerodrome near Gawler Moyhu East Lakes Golf Course "Moondah" Station Moorabbin aerodrome Katherine airstrip near Lismore Sydney airport near Launching Place Launceston aerodrome Ascot Tapini airstrip Bridport aerodrome Parafield aerodrome Dunnstown Darwin River Landsdowne Bridge Bankstown Aerodrome	Gawler near Mydney Airport near Sydney Airport near Longreach Moorabbin Katherine Lismore near Warburton Launceston near Creswick Parafield near Bailarat south of Darwin Liverpool Bankstown	PNG QLD SA VIC NSW QLD VIC NT VIC NSW VIC NSW VIC NSW VIC NSW VIC NSW VIC PNG TAS SA VIC NT NSW NSW	Trng/Day (Oual) Ag/Day Ag/Day PVT/Day Ag/Day Trng/Day (Solo) Charter/Day Ag/Day AwK/Day AwK/Day Ag/Day AwK/Day PVT Trng/Day (Solo) PVT Trng/Day (Solo)	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. 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. 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. Following a take-off from a sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft 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. The pilot misjudged his height above the ground during a landing level-off. The aircraft dropped heavily and the right undercarriage broke off When the engine stopped at a height of abovt 50 feet above the ground after take-off the pilot was forced to land straight after has circlar to collided with a mound of earth. The cause of the accident was the pilots failure to select a fuel tank with sufficient fuel. The aircraft turned to the right soon after take-off the tailed to climb and after travelling some eight miles was landed in an open field and overtured. Probably the amount and distribution of load reduced the performance capability such that the aircraft could reach a manoeuvring height. When the pilot attempted to take-off from a sub-standard field the aircraft failed to become airborne and ran through a fence. Coalidated with the wingstip of VH-EAM whilst taxyrige. At the end of a low level pasture spraying run the aircraft was pulled up in a steep climbing turn manoeuvre over tree covered risi	Subst.	
EWF RV? DMA EAJ TVJ	DeHav. Avro DeHav. DeHav. Avro DeHav. DeHav. DeHav. Avro DeHav. DeHav. Avro DeHav. DeHav.	82 82 94 DC-3 82 DHC-1 84 82 1049 82 7560 82 Anson Anson 82 82 41/4	14.10.57. 26.10.57. 26.10.57. 28.10.57. 04.11.57. 17.11.57. 04.12.57. 16.12.57. 16.12.57. 19.12.57. 19.12.57. 29.12.57. 29.12.57. 29.12.57. 21.12.57.	Maprik airstrip Caims aerodrome near Gawler Moyhu East Lakes Golf Course "Moondah" Station Moorabbin aerodrome Katherine airstrip near Lismore Sydney airport near Launching Place Launceston aerodrome Ascot Tapini airstrip Bridport aerodrome Parafield aerodrome Dunnstown Danwin River Landsdowne Bridge	Gawler near Wangaratta near Sydney Airport near Longreach Moorabbin Katherine Lismore near Warburton Launceston near Creswick Parafield near Ballarat south of Darwin Liverpool	PNG QLD SA VIC NSW QLD VIC NT VIC NSW VIC TAS VIC PNG TAS VIC NSW VIC TAS VIC NSW VIC TAS VIC NSW VIC	Trng/Day (Dual) Ag/Day PVT/Day BPT/ Ag/Day Trng/Day (Solo) Charter/Day Ag/Day Trng/Day (Solo) Ag/Day Trng/Day (Solo) PVT/ Trng/Day (Solo) PVT/Day Trng/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 inserperience with local conditions. 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. 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. Following a take-off from a sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft stalled and crashed when the pilot attempted a low level turn at too low an airspeed. Suffered engine failure after stake-off from Sydney and forced baneded into a laignon on the Golf Course. Recovered and rebuilt as VH-EWE. The pilot mijoudged his height above the ground during a landing level-off. The aircraft dropped heavily and the right under arraige broke off When the engine stopped at a height of above the ground during a landing level-off. The aircraft dropped heavily and the right under arraige broke off When the engine stopped as a height of above the ground after take-off the pilot was forced to land straight after hear arraight collided with a mound of earth. The cause of the accident was the pilot saliure to select a fuel tank with sufficient fuel. The aircraft turned to the right soon after take-off for laided to be into an 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 height. When the pilot attempted to take-off from a sub-standard field the aircraft was pulled up in a steep dimining furn manoeuvre over recovered rising ground. It could not out-th	Subst.	
EWF RV? DMA EAJ TVJ	DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. Lockh. DeHav. Vickers DeHav. Avro Avro DeHav. DeHav. Avro Avro DeHav. Avro DeHav. Avro DeHav. Auster Auster	84 82 94 95 82 0F-3 82 0HC-1 84 82 1049 82 Anson 82 82 4174 11/4 82A	14.10.57. 26.10.57. 26.10.57. 28.10.57. 28.10.57. 17.11.57. 04.12.57. 16.12.57. 16.12.57. 19.12.57. 22.12.57. 29.12.57. 31.12.57. 29.12.57. 31.12.57.	Maprik airstrip Caims aerodrome near Gawler Moyhu East Lakes Golf Course 'Moondah' Station Moorabbin aerodrome Katherine airstrip near Lismore Sydney airport near Launching Place Launceston aerodrome Ascot Tapini airstrip Bridport aerodrome Parafield aerodrome Dunnstown Darwin River Landsdowne Bridge Bankstown Aerodrome Port Moresby Aerodrome	Gawler near Mydrey Airport near Congreach Moorabbin Katherine Lismore Lismore near Warburton Launceston near Creswick Parafield near Bailarat south of Darwin Liverpool Bankstown Port Moresby	PNG QLD SA VIC NSW QLD VIC NT VIC NSW VIC NSW VIC NSW VIC NSW VIC PNG TAS SA VIC NT NSW NSW NSW PNG	Trng/Day (Oual) Ag/Day (Oual) Ag/Day Ag/Day PVT/Day Ag/Day Trng/Day (Solo) Charter/Day Ag/Day AwK/Day Trng/Day Trng/Day (Solo) Ag/Day PVT Trng/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. 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. 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. Following a take-off from a sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft 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. The pilot misjudged his height above the ground during a landing level-off. The aircraft dropped heavily and the right undercarriage broke off When the engine stopped at a height of abovt 50 feet above the ground after take-off the pilot was forced to land straight after has circaft collided with a mound of earth. The cause of the accident was the pilots failure to select a fuel tank with sufficient fuel. The aircraft turned to the right soon after take-off the tailed to climb and after travelling some eight miles was landed in an open field and overtured. Probably the amount and distribution of load reduced the performance capability such that the aircraft could reach a manoeuvring height. When the pilot attempted to take-off from a sub-standard field the aircraft failed to become airborne and ran through a fence. Coalidated with the wingstip of VH-EAM whilst taxyrige. 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	Subst.	
EWF RV? DMA EAJ TVJ	DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. Lockh. DeHav. Vickers DeHav. Avro DeHav. Avro DeHav. DeHav. Avro DeHav. Avro DeHav. Avro DeHav. Auster	84 82 94 95 82 00-3 82 00-3 82 00-1 84 82 1049 82 7560 82 Anson Anson 82 82 82 82 82 84 85 85 85 86 87 86 87 88 88	14.10.57. 26.10.57. 26.10.57. 28.10.57. 104.11.57. 104.12.57. 11.12.57. 16.12.57. 16.12.57. 19.12.57. 22.12.57. 22.12.57. 29.12.57. 31.12.57.	Maprik airstrip Caims aerodrome near Gawler Moyhu East Lakes Golf Course "Moondah" Station Moorabbin aerodrome Katherine airstrip near Lismore Sydney airport near Launching Place Launceston aerodrome Ascot Tapini airstrip Bridport aerodrome Parafield aerodrome Dunnstown Darwin River Landsdowne Bridge Bankstown Aerodrome	Gawler near Mydney Airport near Sydney Airport near Longreach Moorabbin Katherine Lismore near Warburton Launceston near Creswick Parafield near Bailarat south of Darwin Liverpool Bankstown	PNG QLD SA VIC NSW QLD VIC NT VIC NSW VIC NSW VIC NSW VIC NSW VIC NSW VIC PNG TAS SA VIC NT NSW NSW	Trng/Day (Dual) Ag/Day PVT/Day BPT/ Ag/Day Trng/Day (Solo) Charter/Day Ag/Day Trng/Day (Solo) Ag/Day Trng/Day (Solo) PVT/ Trng/Day (Solo) PVT/Day Trng/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. 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. 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. Following a take-off from a sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft 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. The pilot misjudged his height above the ground during a landing level-off. The aircraft dropped heavily and the right undercarriage broke off When the engine stopped at a height of abovt 50 feet above the ground after take-off the pilot was forced to land straight after has circlar to collided with a mound of earth. The cause of the accident was the pilots failure to select a fuel tank with sufficient fuel. The aircraft turned to the right soon after take-off the tailed to climb and after travelling some eight miles was landed in an open field and overtured. Probably the amount and distribution of load reduced the performance capability such that the aircraft could reach a manoeuvring height. When the pilot attempted to take-off from a sub-standard field the aircraft failed to become airborne and ran through a fence. Coalidated with the wingstip of VH-EAM whilst taxyrige. At the end of a low level pasture spraying run the aircraft was pulled up in a steep climbing turn manoeuvre over tree covered risi	Subst.	
EAJ TVJ BOA/2 AAG/2	DeHav. DeHav. DeHav. DeHav. Douglas DeHav. DeHav. DeHav. DeHav. Lockh. DeHav. Lockh. DeHav. Vickers DeHav. Avro Avro DeHav. DeHav. Avro DeHav. DeHav. DeHav.	82 82 94 96-3 82 94 96-1 84 82 1049 82 7560 82 Anson Anson 82 82 1/4 82 82 82	14.10.57. 26.10.57. 26.10.57. 28.10.57. 04.11.57. 04.12.57. 11.12.57. 16.12.57. 16.12.57. 18.12.57. 19.12.57. 22.112.57. 23.112.57.	Maprik airstrip Caims aerodrome near Gawler Moyhu East Lakes Golf Course "Moondah" Station Moorabbin aerodrome Katherine airstrip near Lismore Sydney airport near Launching Place Launceston aerodrome Ascot Tapini airstrip Bridport aerodrome Parafield aerodrome Parafield aerodrome Dunnstown Darwin River Landsdowne Bridge Bankstown Aerodrome Port Moresby Aerodrome Port Moresby Aerodrome Port Moresby Aerodrome near Benambra	Gawler near Wangaratta near Sydney Airport near Longreach Moorabbin Katherine Lismore near Warburton Launcesten near Creswick near Bridport Parafield near Ballarat south of Darwin Liverpool Port Moresby S/F Mt. Beauty	PNG QLD SA VIC NSW QLD VIC NT VIC NSW VIC TAS VIC TAS VIC NT TAS VIC NT VIC	Trng/Day (Dual) Ag/Day PVT/Day Ag/Day Trng/Day Ag/Day Trng/Day Ag/Day Trng/Day Ag/Day Trng/Day Trng/Day (Solo) PVT/Day Trng/Day (Solo) FVT/Day Trng/Day (Solo) FVT/Day Trng/Day (Solo) (Solo) Ag/Day Trng/Day (Solo)	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 inseperience with local conditions. 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. The pilot failed to correctly assess the significant of power cables when engaged on a finishing run of crop dusting operation and the aircraft coulded with the power line. Following a take-off from a sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft stalled and crashed when the pilot attempted a low on airspeed. Suffered engine failure after take-off from Sydney and forced landed into a tigoon on the Golf Course. Recovered and rebuilt as VH-ENE. The pilot misjudged his height above the ground during a landing level-off. The aircraft furned when the pilot and the pilot was forced to land straight ahead. The aircraft collided with a mound of earth. The cause of the 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. The aircraft turned to the right soon after take-off to failed to climb and after travelling some eight miles was landed in an open field and overtured. Probably the amount and distribution of load reduced the performance capability such that the aircraft could reach a manoeuvring height. 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 wright of VH-EAM whilst taxying. 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 g	Subst.	
EWF RV? DMA EAJ TVJ BOA/2 AAG/2 AMX	DeHav. Lockn. DeHav. Avro DeHav. Avro DeHav. Avro DeHav.	82 82 94 DC-3 82 DHC-1 84 82 1049 82 1049 82 Anson 82 82 Asson 48 82 82 82 82 82 82 82 82 82 82 82 82 82	14.10.57. 26.10.57. 26.10.57. 28.10.57. 04.11.57. 17.11.57. 04.12.57. 16.12.57. 16.12.57. 19.12.57. 19.12.57. 22.12.57. 29.12.57. 29.12.57. 11.0.58. 17.01.58. 19.01.58. 19.01.58. 19.01.58. 19.01.58. 10.01.58.	Maprik airstrip Cairns aerodrome near Gawler Moyhu East Lakes Golf Course "Moondah" Station Moorabbin aerodrome Katherine airstrip near Lismore Sydney airport near Launching Place Launceston aerodrome Ascot Tapini airstrip Bridport aerodrome Parafield aerodrome Parafield aerodrome Dunnstown Darwin River Landsdowne Bridge Bankstown Aerodrome Port Moresby Aerodrome Port Moresby Aerodrome Naylands Aerodrome Maylands Aerodrome Rockhampton North	Gawler near Wangaratta near Wangaratta near Wangaratta near Longreach Moorabbin Katherine Lismore near Warburton Launceston near Creswick near Ballarat south of Darwin Liverpool Bankstown Port Moresby Perth Rockhampton	PNG QLD SA VIC NSW QLD VIC NT VIC NSW VIC TAS VIC PNG TAS SA VIC NSW NSW PNG NSW PNG VIC VIC NSW PNG VIC NSW PNG VIC	Trng/Day (Dual) Ag/Day PVT/Day RPT/ Ag/Day Frng/Day Ag/Day Trng/Day Ag/Day Trng/Day Ag/Day Ag/Day Ag/Day Ag/Day Trng/Day Ag/Day Trng/Day (Solo) Ag/Day Trng/Day (Solo) Ag/Day Trng/Day (Solo) Ag/Day Trng/Day (Solo) Ag/Day (Solo) Ag/Day (Solo) Ag/Day (Solo)	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. 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 accordinn but the aircraft struck the ground. The engine failure was due foreign matter (a wasps nest) in the induction manifold. 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. Following a take-off from a sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft 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 landeed into a lagoon on the Golf Course. Recovered and rebuilt as VH-EWE. Suffered engine failure after take-off from sydney and forced landeed into a lagoon on the Golf Course. Recovered and rebuilt as VH-EWE. When the engine stopped at a height of about 50 feet above the ground after take-off the pilot was forced to land straight after his carrier. The aircraft truned to the right soon after take-off the failure to select a fuel tank with sufficient fuel. The aircraft turned to the right soon after take-off to failure to select a fuel tank with sufficient fuel. The aircraft turned to the right soon after take-off to 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 height. When the pilot attempted to take-off from a sub-standard field the aircraft vas pulled up in a steep climbing turn manoeuvre over tree covered rising ground. It could not outlinh the terrain and struck the tree tops. The probabl	Subst.	
EWF RV7 DMA EAJ TVJ TVJ AAG/2	DeHav. DeHav. DeHav. DeHav. Douglas DeHav. DeHav. DeHav. DeHav. Lockh. DeHav. Lockh. DeHav. Lockh. DeHav. Avro Avro DeHav. DeHav. Avro DeHav. DeHav. DeHav. DeHav. DeHav.	84 82 82 94 DC-3 82 DHC-1 84 82 1049 82 7560 82 Anson Anson 82 82 82 82 82 82 82 82 82	14.10.57. 26.10.57. 26.10.57. 28.10.57. 04.11.57. 04.12.57. 11.12.57. 16.12.57. 16.12.57. 18.12.57. 19.12.57. 22.112.57. 23.112.57.	Maprik airstrip Caims aerodrome near Gawler Moyhu East Lakes Golf Course "Moondah" Station Moorabbin aerodrome Katherine airstrip near Lismore Sydney airport near Launching Place Launceston aerodrome Ascot Tapini airstrip Bridport aerodrome Parafield aerodrome Parafield aerodrome Dunnstown Darwin River Landsdowne Bridge Bankstown Aerodrome Port Moresby Aerodrome Port Moresby Aerodrome near Benambra Maylands Aerodrome	Gawler near Wangaratta near Sydney Airport near Longreach Moorabbin Katherine Lismore near Warburton Launceston near Creswick near Bridport Parafield near Ballarat south of Darwin Liverpool Bankstown Port Moresby S/E Mt. Beauty Perth	PNG QLD SA VIC NSW QLD VIC NT VIC NSW VIC NSW VIC TAS VIC PNG TAS SA VIC NT NSW VIC	Trng/Day (Dual) Ag/Day PVT/Day Ag/Day Trng/Day Ag/Day Trng/Day Ag/Day Trng/Day Ag/Day Trng/Day Trng/Day (Solo) PVT/Day Trng/Day (Solo) FVT/Day Trng/Day (Solo) FVT/Day Trng/Day (Solo) (Solo) Ag/Day Trng/Day (Solo)	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 inseperience with local conditions. 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. The pilot failed to correctly assess the significant of power cables when engaged on a finishing run of crop dusting operation and the aircraft coulded with the power line. Following a take-off from a sub-standard field the pilot was unable to gain sufficient airspeed or height to avoid obstructions. The aircraft stalled and crashed when the pilot attempted a low on airspeed. Suffered engine failure after take-off from Sydney and forced landed into a tigoon on the Golf Course. Recovered and rebuilt as VH-ENE. The pilot misjudged his height above the ground during a landing level-off. The aircraft furned when the pilot and the pilot was forced to land straight ahead. The aircraft collided with a mound of earth. The cause of the 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. The aircraft turned to the right soon after take-off to failed to climb and after travelling some eight miles was landed in an open field and overtured. Probably the amount and distribution of load reduced the performance capability such that the aircraft could reach a manoeuvring height. 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 wright of VH-EAM whilst taxying. 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 g	Subst.	

	Deller	03	00 03 50	near Rockdale	Rockdale	NSW	Ag/Day	The aircraft collided when the pilot of the aircraft on the ground taxied in front of the other DH-82 which had just landed.	Cubes	
-	DeHav.	82	09.02.58.	near Coleraine	near Hamilton	VIC	Ag/Day Ag/Day	The all carried when the pinot of the all claims and struck a tree strump and over-timended. The pilot overshot when lating and during the attempted go-around struck a tree strump and over-timended. The pilot overshot when lating and during the attempted go-around struck as tree strump and over-timended.	Subst.	
BEY	Denav. DeHav.	82	10.02.58.	near Tooma	S/W Tumut	NSW			Subst.	
BET	Denav.	82	10.02.58.	near rooma	S/W Tumut	NSW	Ag/Day	The pilot incorrectly assessed the performance capability of his aircraft with the result that it failed to clear a ridge during the climb after	Subst.	
REE?	Cessna	172/182	14.02.58.	near Bundaberg	Bundaberg	OLD	DI/T/Day	take-UII.	Subst.	
REE?	Cessna	1/2/182	14.02.58.	near Bundaberg	Bundaberg	QLD	PVT/Day	The nose wheel collapsed in soft ground during a forced landing due to engine failure. The engine failure was caused by clogging of the carburettor air filter by fibrous material - origin unknown.	Subst.	
-	DeHav.	82	15.02.58.	Tamworth Aerodrome	Tamworth	NSW	Trng/Day	Carour ettor air mer by morous internat - origin unknown. Soon after the aircraft became airborne the co-pilot closed the throttle suddenly in the belief that the aircraft would not clear obstructions	Subst.	
	Denav.	02	15.02.56.	Talliwortii Aerouroille	Talliworth	INDAA	(Dual)	abead. Believing that the engine had failed the pilot ground looped in order to avoid running through the boundary fence.	Subst.	
ssw	Percival	EP.9	23.02.58.	Flinders Island		TAS	Ag/Day	ariesu. Geneving uns une eignie nau raieu une priori ground production de la competition del competition de la competition de la competition del competition de la competition de la competition de la competition del competiti	Subst.	
BCR	DeHav.	82	27.02.58.	Townsville aerodrome	Townsville	QLD			Subst.	
BCR	Denav.	02	27.02.56.	Townsville aerodrome	Townsville	QLD	Trng/Day (Dual)	The aircraft could not be controlled directionally by the instructor soon after take-off and crashed into scrub country. The instructor was unaware that the rudder connecting bar was not fitted.	Subst.	
BUK	Airspd.	Ambass.	01.03.58.	Canberra Aerodrome	Canberra	ACT	PVT/Day	Uniform the roution control to the c	Subst.	
DOK	лизра.	Allibass.	01.03.36.	Camberra Aerodrome	Caliberra	ACI	r v i / Day	writing simulating an engine lamine during a impress case-or the ancient stank back office the furnishment and in engine lamine during a impress case-or the ancient stank back office the furnishment and in engine lamine during a impress case-or the ancient was safely airborne.	Subst.	
-	Auster	J/1B	02.03.58.	near Townsville	Townsville	QLD	CHTR/Day	The propeller disintegrated in flight and in the subsequent forced landing on a road the aircraft collided with a tree. The propeller failed due	Subst.	
		-,					,,	to loose bolts arising from faulty maintenance.		
	DeHav.	82	03.03.58.	near Griffiths (sic)	Griffith	NSW	Ag/Day	Whilst spraying a rice crop the aircraft wheels became entangled and the aircraft overturned.	Subst.	
FAJ	DeHav.	82	07.03.58.	near Colebrook	Colebrook	TAS	Ag/Day	Whilst manoeuvring at low level in turbulent conditions for a spreading operation, the pilot was unable to prevent the aircraft descending	Subst.	
							,	into trees.		
	DeHav.	82	13.03.58.	near Talbingo	S/W of Cooma	NSW	Ag/Day	The aircraft failed to clear a ridge of high ground when it was being operated beyond its performance capacity.	Subst.	
	Bell	47G	17.03.58.	near Gatton	Gatton	QLD	Ag/Day	The aircraft overturned when the landing skids contacted the ground during recovery from a dusting turn.	Subst.	
	DeHav.	82	22.03.58.	Taree aerodrome	Taree	NSW	Trng/Day	Following a simulated engine failure during take-off climb the engine failed to respond. In the ensuing forced landing the aircraft overturned.	Subst.	
RNF	DeHav.	DHC-1T.10	26.03.58.	Minmi	near West Maitland	NSW	PVT/Day	During a steep turn at low height the aircraft struck the ground	Dest.	
AFK	Cessna	180	27.03.58.	Nundle	near Murrurundi	NSW	Ag/Day	At the end of a spreading run the aircraft was pulled up steeply over a hill-side in order to make a turn for another run. The aircraft stalled in	Dest.	Pilot: Neville HAYTER
AIK	Cessila	100	27.03.36.	Nullule	near wundrund	14344	Ag/ Day	the turn and struck trees before control could be regarded. A fire broke out on impact.	Dest.	PILOL NEVINE HATTEN
ABP	Auster	J/1B	31.03.58.	near Cervantes	Cervantes	WA	CHTR/Day	The pilot attempted to take-off from a strip which was too short. The aircraft crashed into bushes and a sand dune just after becoming airborne.	Subst.	
TVJ	Vickers	756D	01.04.58.	Brisbane Airport	Brisbane	QLD	RPT/Day	The aircraft over-ran the runway and collided with a bitumen spreader. Propeller aerodynamic braking was not obtained during landing run	Subst.	
,	VICKEIS	7300	01.04.38.	bilisballe All port	bilsballe	QLD	INF I/Day	he are of deteriorated throttle switches.	Subst.	
WMA	Avro	Anson	03.04.58.	Warren aerodrome	Warren	NSW	AWK/	Decause or deteriorated undule switches. During an approach to land the aircraft collided with high tension power cables approximately 1½ miles distant from the aerodrome	+	
WWW	AVIU	AIIDUII	03.04.36.	wan en aerourome	vva:1811	14344	(Rainmaking).	and the structure of th	1	
\vdash	Kookaburra	Glider	07.04.58.	Armidale aerodrome	Armidale	NSW	Trng/Day	During a steeply banked turn onto final approach the pilot failed to maintain adequate airspeed. The aircraft stalled and crashed out of control.	Subst.	
1 1	.woruduiid	odei	57.54.36.	Aumoure defoutoffie	, u mudic		(Dual)		Juoji.	
\vdash	Auster	J/5B	08.04.58.	Bailey's Creek Beach	near ???	QLD	PVT/Day	The aircraft overturned during a landing on a beach to render assistance to a stranded aircraft. [which was????]	Subst.	
1 1	AUGUE!	2/30	55.54.36.	(North Queensland)	rican 111	QLD	,,		Juoji.	
\vdash	DeHav.	DHC-2	10.04.58.	near Walcha	Walcha	NSW	Ag/Day	A bystander approached the aircraft to speak to the pilot and when moving away walked into the rotating propeller.	Nil	
AJZ	Aeronca	11AC	12.04.58.	Off Windang Beach	near Wollongong	NSW	PVT/Day	x bystanuer approached the and art to speak to the pinot and when moving away waiked into the foliating properties. Whilst on a shark patrol over the sea, the aircraft descended gradually from 500 feet to 200 feet. At this point the engine noise ceased and the	Subst.	
7.32	ACTORICA	11/10	12.04.30.	On windong beach	near workingting		(Shark Patrol)	whilst of a shark partitioner the sea, the archart descended gradually from 500 feet to 200 feet. At this point the engine noise teased and the aircraft dives steeply into the water.	50031.	
ssw	Percival	EP.9	15.04.58.	Moorabbin aerodrome	Moorabbin	VIC		Immediately after take-off the aircraft climbed steeply, stalled and crashed to the ground on the aerodrome. The elevator cables had been	Subst.	
3300	reiciVdI	Lr.9	13.04.36.	WOOT ADDITE DEFOUT OTHE	INIOUI dUUIII	VIC	PVT/Day	Immediately after take-on the aircraft climboa steeply, stalled and crashed to the ground on the aerodrome. The elevator cables had been installed so as to reverse the normal operating sense.	Juost.	
\vdash	DeHav.	104	17.04.58.	Swan Hill aerodrome	Swan Hill	VIC	RPT/Day	instance so as to reverse the normal operating series. During the landing roll the nose wheel assembly collapsed,probably as a result of a poorly executed landing which imposed abnormal side	Subst.	
	Jerray.	104	27.04.30.	Swall fill delocitonie	Swall Lilli	VIC	/ Day	During the landing for the riose wheer assembly conapsed, producing as a result of a poorty executed landing which imposed administrative loads on the nosewheel.	Jubst.	
BNR	DeHav.	82	19.04.58.	Booralong Station	near Armidale	NSW	PVT/Day	The aircraft collided with a tree whilst engaged on an unauthorised low level message dropping flight.	Dest.	
DIVIN	Dellav.	DHC-1T	20.04.58.	Moorabbin aerodrome	Moorabbin	VIC	PVT/Day	The aircrait come with a tree wintse rigage or in a triansurinsectivity review message upon gight. The pilot of Proctor aircraft failed to keep a proper look-out and taxied into a stationary DH-C-1.	Minor	
BNB/2	Percival	Proctor	20.04.56.	Moorabbin aerodronie	WOOTADDIII	VIC	PV1/Day	The proc of the Proctor aircraft failed to keep a proper look-out and taxied into a stationary one-1.	Subst.	
DIND/2	Auster		21.04.58.	Tumut aerodrome	Tumut	NSW	PVT/Day	The starboard undercarriage collapsed when the aircraft stalled and struck the ground heavily after a landing bounce.	Subst.	
BVA?	Cessna	170(B)?	22.04.58.	Cape Portland	near Launceston	TAS	PVT/Day PVT/Day	The startouru undertaininge Companyes when in the airclaif starting and struck the ground nearly after a rating budnite. 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.	
DVA	Cessila	170(b):	22.04.56.	Cape Portiand	flear Lauficestoff	IAS	PV1/Day	As our power was appried for take-on the pinot is seed and or the real value position from where he was unable to feach the controls. The aircraft ground-looped damaging the undercarriage.	Subst.	
-	Avro	643	22.04.58.	near Walcha	Walcha	NSW	Ag/Day	The aircraft stalled at low height in mountainous terrain. The aircraft stalled at low height in mountainous terrain.	Subst.	
BYC	Auster	J/1B	25.04.58.	near Dirranbandi	Dirranbandi	OLD	CHTR/Day	The ancient states a row regist in mountainous terrain. Whilst low fring, the aircraft dived into the ground and was destroyed by fire.	Dest.	
GWB		3/1B 82	28.04.58.						Subst.	
GWB	DeHav.	82	28.04.58.	Rockhampton aerodrome	Rockhampton	QLD	Trng/Day (Dual)	When the aircraft was started with only an inexperienced pilot in the cockpit it moved forward and collided with an airport building.	Subst.	
AHN	D.III		20.04.50		5	14/4	,		C 1	
AHN	DeHav.	82	28.04.58.	near Serpentine	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.	
24240	D. H.	404	02.05.50	De de Assertance	D. d.	1414	DDT /D		C 1 - 1	
MMP	DeHav.	104	03.05.58.	Derby Aerodrome	Derby	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.	
-	Vinafehe	Clides	04.05.50	neer Millione	Adalaida	CA.	DI/T/Day	position indicating equipment. The warning horn was inoperative due to a ruptured fuse.	Cubes	
	Kingfshr	Glider	04.05.58.	near Willunga	Adelaide	SA	PVT/Day	Whilst slope soaring in marginal conditions the aircraft lost height. During an attempt to reach a suitable landing area the aircraft stalled and	Subst.	
		82	05.05.58	Goulburn aerodrome	Goulburn			struck the ground.		
AYY	DeHav.	J/1N	05.05.58.	Bilinga Aerodrome	S/E of Brisbane	NSW QLD	PVT/Day CHTR/Day	During a landing approach the aircraft crashed to the ground from a near vertical banked position.	Dest. Subst.	
	Auster	,			S/E of Brisbane			Whilst manoeuvring on a taxiway the port wheel struck a cone marker and the aircraft tipped onto its nose.		
BVD	Cessna	190	21.05.58.	Kompian airstrip		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.	
INID	B**	III	24.05.50		G-11	010	4 - /0	undercarriage.	C 1	
INP	Djinn	H/copter.	21.05.58.	near Gatton	Gatton	QLD	Ag/Day	During a low level spraying run when the aircraft was hovering close to the ground it dropped heavily to the ground and overturned.	Subst.	
BNB/2	Percival	Proctor	23.05.58.	near Chiltern	Chiltern	VIC	PVT/Day	When flying in low cloud and rain the aircraft collided with trees.	Dest.	
D=0	DeHav.	82	24.05.58.	Camden aerodrome	Camden	NSW	PVT/Day	The aircraft nosed over whilst landing in gusty conditions beyond the skill of the pilot.	Subst.	
BTR	DeHav.	82	25.05.58.	near Pinjarra	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.	
	DeHav.	82	30.05.58.	Tamworth aerodrome	Tamworth	NSW	Trng/Day	During a go-around, following a landing bounce the tail was raised too high causing the aircraft to nose over.	Subst.	
\vdash	P*	D4	04.00.77				(Solo)		n. h.:	
B) (= f=	Piper	PA-22	04.06.58.	near Cygnet	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	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	Dest.	
D:0		407.	07.00.55		norm Books	0	414/1/	whilst flying in cloud.	D	
RJC	Cessna	182A	07.06.58.	near Edungalba	near Rockhampton	QLD	AWK/	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.	
400	Look	U.ul	00.00.50	Inc. new Access	le:	DATE	(Medical Evac)	timbered ridge.	Deel	
AGG	Lockh.	Hudson (L-414-56)	08.06.58.	Lae aerodrome	Lae	PNG	AWK/ (Survev)	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	DeHav.	(L-414-56) 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.	
CKI	Denav.	02	00.00.58.	nome Hill	near mkerman	QLD	r v I / Ddy	ording decodation manuscravics the directal efficience a spin and recovery was not runly effected defore it struck trees and the ground.	Suust.	
BLW	DeHav.	82	10.06.58.	near Gnowangerup	near Katanning	WA	Ag/Day	During an approach to land in a field the aircraft struck a pale supporting tolophone using such that a start falled to a because	Subst.	
-		82 82	16.06.58.				Ag/Day	During an approach to land in a field the aircraft struck a pole supporting telephone wires which the pilot failed to observe.	Subst.	
BNW	DeHav.			near Wagin	South of Narrogin	WA	Ag/Day	During a landing in a field containing patches of thick pasture the port undercarriage was damaged by striking a stone obscured in the grass.		
TH_	Hiller	12C	17.06.58.	Melbourne Airport	Essendon	VIC	Trng/Day	During a practice autorotation landing by a pilot under instruction the tail rotor struck the ground.	Subst.	
\vdash	Delle	02	10.00.50	and Or The Property	Outro-P	MCCC	(Dual)	Nutrition and a law land the second data had and the giventh stock a real first the first transfer and the giventh stock and the giventh stock as a first transfer and transfer	Coder*	
1 1	DeHav.	82	19.06.58.	near Quirindi	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	Subst.	
CD113	U. at	1147	02.07.50	non Aline Services	Alies Control	1	DVT/Dev	propeller keyway possibly as the result of damage sustained in a previous accident.	Coder*	
GDM?	Hutter	H17 Glider	03.07.58.	near Alice Springs	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.	
D14/2- /2	B.11		02.07.77	Married Ri			nu er /n		D i	
BWD/2	DeHav.	DHC-1T.10	03.07.58.	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	Dest.	
Divid		16-	04.07.77	Paraffeld	D		nu or /n	and the aircraft dived to the ground and caught fire.	n. h. :	
BWG	Auster	*,	04.07.58.	Parafield aerodrome	Parafield	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	Norseman	UC-64A	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	Dest.	Ed Coates site quotes 'aircraft caught in a thunderstorm'
\perp							<u> </u>	weather which probably caused the pilot to lose control of the aircraft.	4	
BTR	DeHav.	82	10.07.58.	near Yelbeni	North of Kellerberrin	WA	Ag/Day	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.	
			1 1				ļ	climb clear of trees along the take-off path.	1	
1 7	Avro	Anson	28.07.58.	Port Moresby aerodrome	Port Moresby	PNG	CHTR/Day	The undercarriage collapsed during landing roll when a loose spring washer fouled the actuating mechanism and prevented the landing gear	Subst.	
\vdash								from latching in the down position.		
FBN	DeHav.	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	DeHav.	DHC-3	03.08.58.	Tapini airstrip	Tapini	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.
L			<u> </u>				<u> </u>			ASN ref # 82857
	DeHav.	82	04.08.58.	near Stawell	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.	
AUK	DeHav.	82	05.08.58.	Corowa aerodrome	Corowa	NSW	Trng/Day	When an inexperienced pilot landed downwind the aircraft overshot ran into a drain and overturned.	Subst.	AHSA = 'Albury'
	DeHav.	82	10.08.58.	Albion Park aerodrome	Wollongong		PVT/Day	During an approach to land the aircraft stalled onto the boundary fence and overturned.	Subst.	
AKA	Dellav.									

BIX	Avro	Anson	12.08.58.	Aroa airstrip		PNG	CHTR/Day	Directional control was lost when a tyre blew out on take-off. The starboard undercarriage collapsed.	Subst.	
BNY	DeHav.	82	21.08.58.	near Dalwallinu	near Moora	WA	Ag/Day	The aircraft struck a post and wires during approach to land.	Subst.	
	Avro	643	22.08.58.	South Grafton aerodrome	Grafton	NSW	PVT/Day	The aircraft struck a fence and overturned during a forced landing following a loss of engine power due to fuel starvation.	Subst.	
AAP/2	DeHav.	DHC-2	23.08.58.	near Goulburn	Goulburn	NSW	Ag/Day	The aircraft struck a power line earthing wire during a simulated approach to a proposed landing area.	Subst.	
	Auster	J/1N	24.08.58.	Ingham aerodrome	Ingham	QLD	Trng/Day	A heavy landing by an inexperienced pilot resulted in the collapse of the port undercarriage.	Subst.	
							(Solo)			
TSC	DeHav.	82	25.08.58.	near Three Springs	Perenjori	WA	Ag/Day	After running into soft ground during take-off the aircraft swung and collided with a tree.	Subst.	
SNC	DeHav.	82	31.08.58.	near Casino	Casino	NSW	PVT/Day	During aerobatics the aircraft entered an inadvertent spin . The pilot was apparently unable to take effective recovery action before the	Subst.	
21422	D'	24.24	02.00.50	0-1:-0:	544 - (B) -	NT	CUTD /D	aircraft struck the ground.	C. b. a	
DMD?	Piper	PA-24	02.09.58.	Rankin River aerodrome	S/W of Darwin	NT	CHTR/Day	Shortly after becoming airborne the aircraft began to settle towards the ground. The pilot abandoned the take-off and landed straight ahead with the landing gear retracted.	Subst.	
	DeHav.	DHC-1	02.09.58.	near Moorabbin aerodrome	Moorabbin	VIC	Trng/Day	The engine failed just after take-off when a fuel tank ran dry . During the forced landing the aircraft struck a fence and overturned.	Subst.	
							(Solo)			
	Stinson	L-5B	14.09.58.	near Charleville	Charleville	QLD	PVT/Day	The pilot lost directional control whilst landing on a roadway and the undercarriage collapsed.	Subst.	DCA report quotes 14.08.58 - typo.
	DeHav.	82	14.09.58.	Dubbo aerodrome	Dubbo	NSW	Trng/Day	Inadequate supervision of an engine start resulted in the aircraft pushing the chocks aside and then moving forward to collide with a hangar.	Subst.	
							(Dual)			
REB?	Cessna	172	15.09.58.	Arbulla Bore	near ???	SA	CHTR/Day	lust after becoming airborne the aircraft collided with a kangaroo . The aircraft swung off the strip and damaged the undercarriage.	Subst.	
	DeHav.	12C 82	16.09.58. 17.09.58.	near Gatton near Bundarra	Gatton South of Inverell	QLD NSW	Ag/Day	During a spraying run alongside a line of trees the main rotor struck a low hanging branch. The aircraft struck a telephone wire and trees during a take-off following a precautionary landing due to suspected carburettor icing.	Subst.	
AZH	DeHav.	82	20.09.58.	Archerfield aerodrome	Brisbane	QLD	Ag/Day Trng/Day	The artical structs a telephone we are trees during a case or rollowing a pre-autoriary taming due to suspective Carbon et or ling. Faulty flying goggles caused an inexperienced pilot to over-correct for a landing bounce. The aircraft overturned.	Subst.	
GHC	Kranich	DFS-30	21.09.58.	Radium Hill aerodrome	near ???	SA	PVT/Day	When the tow was terminated prematurely the pilot forgot to release the cable and commenced a circuit with it still attached to the aircraft	Subst.	
GHC	Kramich	Glider	21.09.56.	Radium Am aerodrome	Heal fff	34	PV1/Day	when the tow was terminated prematurely the prior to got to release the cable and commenced a circuit with it still attached to the and art	Subst.	
	DeHav.	82	22.09.58.	near Bridport	Bridport	TAS	Ag/Day	The take-off, was abandoned and the aircraft ran into a fence. Strip length was inadequate for overloaded downwind take-off.	Subst.	
ACZ	Stinson	HW75	27.09.58.	Newcastle	Newcastle	NSW	PVT/Day	The take-off on a muddy surface had to be abandoned because the pilot failed to properly assess the condition of the ground.	Subst.	
								The aircraft ran through the boundary fence.		
	DeHav.	DHC-1	27.09.58.	Tumut aerodrome (?)	Tumut	NSW	PVT/Day	The pilot tried to land in a field which was too short. The aircraft ran into a fence and other obstructions during the landing roll.	Subst.	
1 7	Auster	J/1B	02.10.58.	Tumut aerodrome	Tumut	NSW	Trng/Day	During the landing roll the aircraft overturned after running into a large pool of water covered by grass.	Subst.	
\vdash	Delli	02	00.10.50	Cladetone according (2)	Clade	010	(Solo)		Code:	
D/4C2	DeHav.	82	08.10.58.	Gladstone aerodrome (?)	Gladstone	QLD	PVT/Day	Because of poor visibility in heavy rain the pilot undershot on an approach to land and the undercarriage struck a pile of earth. Nurse a downwist approach to be both the interfer overshot At the currently extended a house of a parceach the accuracy interfer overshot and the contract of the contract	Subst.	also possibly VIM if type not specific
BVG?	Cessna	180	10.10.58.	Kogi aerodrome		PNG	PVT/Day	During a downwind approach to land the aircraft overshot. As the surrounding terrain precluded a baulked approach, the aircraft was ground looped to avoid running over the end of the strip.	Subst.	also possibly KIM if type not specific.
\vdash	DeHav.	82	13.10.58.	near Winchelsea	E of Colac	VIC	Ag/Day	proper to avoid training over the end of the strip. Whilst carrying out a spray run from a low level the undercarriage contacted the crop and the aircraft overturned.	Subst.	
	DeHav.	82	15.10.58.	near Cecil Plains	S of Dalby	QLD	Ag/Day	During a low level spray run the undercarriage entered the crop causing the aircraft to overturn.	Subst.	
KBD	Auster	J/5	16.10.58.	near North Arm	Lakes Entrance	VIC	AWK/Day	During a precent planty in the industrial management of the process of the port undercarriage was fractured and	Subst.	
		*		<u> </u>			(Fish Spotting)	the propeller damaged.		
	Doug.	DC-3	18.10.58.	Wau		PNG	RPT/Day	The pilot landed the aircraft uphill and, after using high power to taxi the aircraft it ran through a ditch at the end of the strip.	Subst.	
	Grunau	Baby	19.10.58.	Caversham	Perth	WA	Trng/Day	A poorly executed turn during the final stage of an approach to land resulted in a landing off the strip and a collision with a parked car.	Subst.	
\vdash		(Glider)	40.45	Contrary 2	01	,	(Solo)		Collection Co.	
	Auster	J/4	19.10.58.	Canberra aerodrome	Canberra	ACT	Trng/Day (Solo)	During an attempted landing in strong gusty wind conditions the student pilot lost control of the aircraft . Incorrect wind speed forecast control in the pilot begins to long in conditions the student pilot lost control in the pilot begins to long in conditions the pilot pilo	Subst.	
ARW?	DeHav.	82	25.10.58.	Gladstone aerodrome	Gladstone	QLD	(Solo) Trng/Day	resulted in the pilot having to land in conditions beyond his capability. The aircraft ballooned during landing in gusty conditions. The inexperienced pilot attempted to go around but was unable to maintain control	Subst.	
ARVV:	Deridy.	02	23.10.30.	Giaustone derouronie	Giaustone	QLD	(Solo)	The aircraft ballooned during landing in gusty conditions. The inexperienced pilot attempted to go around out was unable to maintain control and the aircraft crashed outside the aerodrome boundary.	Juust.	
	DeHav.	DHC-1	26.10.58.	Cootamundra aerodrome	Cootamundra	NSW	Trng/Day	The engine was started by the pilot with the cockpit unoccupied, no wheel chocks and with the brakes only partially applied. The aircraft	Subst.	
							(Solo)	moved forward and collided with a building.		
	DeHav.	82	27.10.58.	Moorabbin aerodrome	Moorabbin	VIC	Trng/Day	The aircraft overturned when an inexperienced pilot attempted to land downwind on an unserviceable area.	Subst.	
							(Solo)			
	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	Subst.	
								fence.		
BBS	Auster	3	02.11.58.	Wacol Army Training Est.* [confirmed Wacol - G.G.]	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 crashed into trees.	Subst.	* DCA Report says Wakol. Also reported as 03.11.58. and at Wacol. Type Taylorcraft F
	DeHav.	82	12.11.58.	Lightning Ridge aerodrome	Lightning Ridge	NSW	PVT/Day	The pilot lost control during a landing in very hot gusty conditions. The aircraft stalled onto the ground and the undercarriage collapsed.	Subst.	Type Taylor Clarct
				0 - 0 - 0	0 . 0 .0.		, ,			
	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.	
								aircraft descended into the ground and overturned.		
URI	DeHav.	83	13.11.58.	???	???	???	???	Reported : Crashed. No details Known.	???	Via John Streeter's Australian Civil register.
EA_?	Lockh.	L-1049.	13.11.58.	Nadi aerodrome	Nadi	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 aerodrome		PNG	CHTR/Day	rest 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.	
	Julikeis	30-32/3W	13.11.36.	Wellar deroulonie		FING	Cirrity Day	wins turning or stoping ground the port wheel retaining outs sheared and the axie broke at the root allowing the arterial to fail on the port winds.	Jubst.	
SCH	DeHav.	82	16.11.58.	Avr		QLD	???	Reported : Crashed. No details Known. (See 16.11.59.)	???	Via John Streeter's Australian Civil register.
BCA/2	DeHav.	82	19.11.58.	near Mareba (sic)	Mareba	QLD	Ag/Day	The aircraft struck power lines during a spray run and struck trees.	Subst.	
KBW	Auster	J/5B	29.11.58.	near Albany	Albany	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.	
							(Whale spotting)	dived into the ground.		
	Auster	J/5	30.11.58.	Yarram airstrip	Yarram	VIC	Trng/Day	The instructor failed to correct the student pilot's faulty landing and the undercarriage collapsed.	Subst.	
							(Dual)			
BVC?	Cessna	182	01.12.58.	Yellow River airstrip	Halle and b	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	DeHav.	82	01.12.58.	near Holbrook	Holbrook	NSW	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.	Dest.	
CHS	DeHav. Auster	82 J/1B	07.12.58. 07.12.58.	near Moyhu Lake Omeo	near Wangaratta Omeo	VIC	Ag/Day PVT/Day	The aircraft struck a tree whilst turning at low level between spray runs. During a take-off close to the edge of a lake the aircraft ran into wet ground and overturned in shallow water.	Subst.	
\vdash	Auster DeHav.	J/1B 82	13.12.58.	Port Macquarie aerodrome	Omeo Port Macquarie	NSW	Trng/Day	During a take-off close to the edge of a lake the aircraft ran into wet ground and overturned in shallow water. The instructor failed to correct the student pilot's loss of directional control during take-off and the aircraft overturned.	Subst.	
	Deriov.	- OZ	13.12.30.	. ore macquarite aerouronie	. or macquarie		(Dual)	The Audit pink of the control	Judat.	
	DeHav.	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-185	21.12.58.	Alice Springs aerodrome	Alice Springs	NT	RPT/	Inadequate lubrication of the undercarriage mechanism prevented the starboard undercarriage being locked down. The aircraft was landed	Subst.	
								with the wheels up.		
1 7	Auster	J/1	21.12.58.	Bankstown aerodrome	Bankstown	NSW	Trng/Day	The pilot, who was inexperienced mishandled the landing and the undercarriage collapsed.	Subst.	
DCN1	Dell	DUC 4T 40	24.42.50	and the body	near Promise	TAC	(Solo)	During stark any with 6.11 flor fallowing and any many or a field the giventh stalled and	Cultur.	
BSN	DeHav.	DHC-1T.10	24.12.58.	near Kimberley	near Burnie	TAS	PVT/Day	During climb away with full flap following a dummy run over a field, the aircraft stalled and crashed to the ground.	Subst.	
BPV	DeHav.	82	24.12.58.	Pura Pura	South of Ararat	VIC	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.	Subst.	
\vdash	Auster	J/1B	28.12.58.	Bridport aerodrome	Bridport	TAS	PVT/Day	undercarriage collapsed. While removing a peg and rope from the path of an aircraft a wing-tip assistant walked into the rotating propeller.	Nil	
		-, 20			port		'''	year and part of the state of t	1	
	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.	
\vdash		Glider					(Solo)			
BWH/2	DeHav.	82	08.01.59.	Port Pirie aerodrome	Port Pirie	SA	Trng/Day	A pilot of limited experience attempted a three point landing in gusty crosswind conditions and the aircraft overturned.	Subst.	
L	D.II	0-	40.00				(Solo)		Color	
BDF	DeHav.	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	Austos	1/281	18.01.59.	Graner Creat	Home Hill	OLD.	DVT/Day		Cube+	
KDC	Auster Auster	J/1N J/1B	18.01.59. 20.01.59.	Groper Creek "Van Rook" Station	Home Hill near ???	QLD QLD	PVT/Day CHTR/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. 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	Subst.	
	Auster	NID	20.01.39.	Vali NOOK Station	near fff	QLD	C. I III, Day	The pinot endeavoured to test a landing strip winit 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.	Juust.	
		J/1N	24.01.59.	Jackadgery	Grafton	QLD	AWK/Day	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.	
	Auster		27.01.59.	near Yarram landing ground	Yarram	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"
KBD	Auster Auster	J/5				l		component. The cause was not determined.		
KBD	Auster	(modified)								
KBD			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	Subst.	
	Auster	(modified) J/1		•				trees.		
RVQ	Auster Auster DeHav.	(modified) J/1 DHC-1T.10	01.02.59.	Rowville	near Scoresby	VIC	PVT/Day	trees. 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.	
	Auster	(modified) J/1		•				trees.		

	Grunau	Baby	08.02.59.	Nepean River	near Camden aerodrome	NSW	PVT/Day	Whilst manoeuvring in the circuit area, the glider spun to the ground from a height of 200 feet for reasons which have not been determined.	Subst.	
		(Glider)								
FAI	DeHav.	82	10.02.59.	near Toodyay	Toodyay	WA	Ag/Day	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	DeHav.	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.	
	DeHav.	82	18.02.59.	Macnade	Landa or	OLD	4 - 10	lines ,fell to the ground and was burnt out.	Subst.	
DMB	Dehav. DeHav.	82 84	26.02.59.	Darwin airport	Ingham Darwin	NT	Ag/Day CHTR/Day	The engine power failed at 200 feet altitude due to exhaustion of fuel and an emergency landing was effected on an unsuitable field. Whilst overflying the landing strip, the starboard engine power failed for reasons undetermined and the aircraft ran through the airfield	Subst.	
								boundary in the ensuing forced landing.		
RNQ	DeHav.	82	27.02.59.	Port Macquarie aerodrome	Port Macquarie	NSW	Trng/Day (Solo)	The aircraft ballooned during landing and the pilot of limited experience attempted recovery without engine power being used. This resulted in the nose striking the ground and the aircraft overturning.	Subst.	
	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	Subst.	
					***			rolled onto a wing.		
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 struck bushes and an earthen embankment.	Subst.	
	DeHav.	82	08.03.59.	near Ballan	20nm East of Ballarat		Ag/Day	The aircraft swung whilst taking off in crosswind conditions and ran into a fence. The cause was not determined.	Subst.	
	Bell DeHav.	47G-2 82	14.03.59.	"South-west Tasmania" "Green Hills"	to be investigated near Gordonyale		AWK/Day	When loading the aircraft a tent pole was thrust into the main rotor and then thrown into the tail rotor.	Subst.	
	DeHav.	82 82	15.03.59.	"Nombi Station"	near Gordonvale near Gunnedah	NSW	Ag/Day Ag/Day	The pilot lost directional control immediately after landing and the aircraft ran off the strip and tipped onto its nose. 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	SUDST.	
								over.	L	
	DeHav.	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 the aircraft swung and it collided with vehicles parked at the side of the strip.	Subst.	
ROG	DeHav.	DHC-1	20.03.59.	Bakers Hill	near ???	WA	PVT/Day	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	DeHav.	82	20.03.59.	near Foster	Foster	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 land on unsuitable terrain.	Subst.	
ADY/2	Auster	J/5G	20.03.59.	Weelung Station	near Forbes	NSW	Ag/Day	lating on unsultable terrain. 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	Subst.	
								at a stage where the pilot believed he had already passed it.		
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 directional control and the aircraft collided with trees.	Subst.	
	DeHav.	82	26.03.59.	Echuca (aerodrome?)	Echuca	VIC	PVT/Day	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.	
 	Auster	J/5	27.03.59.	Pandanus Creek	near ???	NT	CHTR/Day	collapsing the undercarriage.	Subst.	
	Auster DeHav.	J/5 82	27.03.59. 01.04.59.	Smithton aerodrome	near ??? Smithton	TAS	PVT/Day	During the final approach in an emergency forced landing ,caused by haze and smoke, the aircraft struck the top of trees. 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	Subst.	
								ground and the aircraft overturned.		
KSI	Auster	J/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 line crossing the end of the field. The aircraft struck the ground before recovery from the stall could be effected.	Subst.	
	DeHav.	82	03.04.59.	near	Stawell	VIC	Ag/Day	Refuelling from water contaminated fuel led to an engine failure after take-off. The undercarriage collapsed when it struck a rock in the	Subst.	
10000	D.II	DUG :	05.04.77		Barrier :			ensuing forced landing.	2	
WFD	DeHav.	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.	
BPN?	Cessna	180	14.04.59.	Tungy Station near Coolah	Gunnedah?		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	Goulburn	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 Multoplane but name is actually Multiplane.
AAF	Waco	EGC-8	02.05.59.	Haddon Rig aerodrome	near ???	NSW	PVT/Day	Construction of the aircraft ground looped and rolled during a landing run when one wheel brake failed as a result of maintenance errors.	Subst.	
	DeHav.	82	04.05.59.	near	Apollo Bay		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	Subst.	
	DeHav.	82	05.05.59.	Burren Junction aerodrome	near ???	NSW	Trng/Day	an unsafe height and direction for the initial spreading run. A piston failure soon after take-off resulted in the student pilot landing heavily on the aerodrome, collapsing the undercarriage and lower	Subst.	
							(Solo)	wing.		
BCP	CAC	Wackett	05.05.59.	Parkside airfield	Yarram	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	Dest.	
	DeHav.	82	08.05.59.	near	Warragul	VIC	Ag/Day	out. 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.	
1101								the pilot.		
KCI	Auster	J/1N	09.05.59.	Calindary Station	Tibooburra	NSW	AWK/Day	After overflying the landing strip the aircraft went into a steep climbing turn in which it stalled and struck the ground before recovery could be effected.	Subst.	J.S. = 10.09.59.
ALJ	Miles	M65	12.05.59.	Rockhampton aerodrome	Rockhampton		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.	
вто	Auster DeHav.	J/1B 82	17.05.59. 19.05.59.	Lismore airstrip near	Lismore Geraldton		CHTR/Day Ag/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 The pilot who was experienced on the type mishandled the aircraft following a swing on take-off. The aircraft overturned.	Subst. Subst.	
SMA	Denav. DeHav.	DHC-2	21.05.59.	Geehi strip	near Cooma		PVT/Day	The pinot who was experience out the type instrainment use artistant tomowing a swing on take-out. The artistant over turned. The pilot abandoned the take-off and the aircraft could not be stopped before it collided with a stockyard and was burnt out.	Dest.	
	Auster	J/5	29.05.59.	Khancoban Station	near Corryong	VIC	PVT/Day	During an approach into a small field the flap selector fractured and the flap retracted but the pilot continued the approach and the aircraft	Subst.	
PDC/2	Auster	J/5B	29.05.59.	Greenvale Station	near ???	QLD	CUTD/Day	collided with the upwind boundary fence.	Dest.	
BPC/2	Auster	1/36	29.05.59.	Greenvale Station	Hear fff	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.	
RWO	DeHav.	DHC-1	30.05.59.	Kalgoorlie aerodrome	Kalgoorlie	QLD	Trng/Day	The parking brakes apparently were not on and after starting with the student pilot on board, and whilst the instructor was disposing of chocks	Subst.	
							(Dual)	the aircraft moved forward. The student used throttle harshly 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	DeHav.	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.	
<u> </u>	Glidas	????	15.06.50	neer	Greta	NIC14/	Trng/Day	landing on a road in semi-darkness.	Doct	
	Glider	rrff	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.	
THD	Hiller	UH-12C	19.06.59.	Sydney Harbour	Sydney	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.	
DDN	DeHav.	DHC-1	27.06.59.	Cambooya	Toowoomba	QLD	(Solo) PVT/Day	water. During unauthorised low flying over a town the aircraft stalled at the top of a steep climb and then spun to the ground.	Subst.	
	DeHav.	82	27.06.59.	Armidale aerodrome	Armidale	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.	
	DoV	97	05.07.50	Warnen	Hamilton	VII.C	DA/T/Day	forward and collided with a fence. The glids stated that agains midfring occurred connection after take off and he deliberately contend onto the part mainly again to avoid buildings.	Sube*	
	DeHav.	82	05.07.59.	Wannon	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 when it became apparent that the airfield could not be reached.	Subst.	
	DeHav.	82	07.07.59.	Ross River	near ????	QLD	Trng/Day	The pilot, of limited experience, neglected to maintain directional alignment during a landing approach and after touchdown the aircraft		
	Fairchild	Argus	08.07.59.	Gunnedah aerodrome	Gunnedah	NSW	(Solo) CHTR/Day	struck an earth mound alongside the strip and overturned. The aircraft swung off the strip after touchdown in a crosswind landing and the undercarriage collapsed. A report of brake binding could not be	Subst.	
								confirmed.		
втм	DeHav.	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 a tree bordering the gap.	Subst.	
	Piper	PA-18A	12.08.59.	Albury aerodrome	Albury	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	DeHav.	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	DeHav. Millicer	82 Airtourer	22.08.59.	near Tamworth aerodrome	Merredin Tamworth		Ag/Day	Whilst landing in a field the aircraft collided with a heap of stones not previously observed , collapsing the undercarriage. The aircraft became airborne in a high nose attitude but would not climb away and sank back onto rough ground collapsing the undercarriage	Subst.	TMA was to have set up a graduation line at TANN until this assistant (C.C.)
FMM BLW	Millicer DeHav.	Airtourer 82	22.08.59. 27.08.59.	Tamworth aerodrome near	Tamworth Bruce Rock		PVT/Day Ag/Day	The aircraft became airborne in a high nose attitude but would not climb away and sank back onto rough ground collapsing the undercarriage While executing a steep turn above trees between spray runs, the pilot lost control and the aircraft slipped into the ground.	Subst. Subst.	EWA was to have set up a production line at TMW until this accident. (G.G.)
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.	
puca	Corces		03.00.50		Mendi		(Dual)	was not taken and the aircraft struck the ground.	Subst.	
RHG? FBY	Cessna Percival	180 EP.9	03.09.59. 06.09.59.	Mendi airport near	Mendi Boorowa		PVT/Day Ag/Day	The pilot failed to overshoot after landing too far down the strip and the aircraft overran into a ditch. The pilot miscalculated fuel consumption and the engine power failed in take-off due to fuel exhaustion. The aircraft struck ploughed ground	Subst. Subst.	
								collapsing the undercarriage.	<u> </u>	
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 autorotation landing.	Subst.	
REE	Cessna	172	09.09.59.	near	Coomrith	QLD	PVT/Day	During take-off close to the strip edge up-sun the pilot did not see, and the aircraft collided ,with a strip marker.	Subst.	
GHQ	Grunau	Baby II	17.09.59.	Kalgoorlie airport	Kalgoorlie	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.	
PRS	Percival	EP.9	19.09.59.	near	Bulla	VIC	(Solo) Ag/Day	turn at 50 feet the glider stalled and spun for reasons undetermined. The engine power failed because of water in the fuel system and the aircraft overturned during a landing on unsuitable terrain.	Subst.	
RFW			19.09.59.	Bulls Creek (sic)	near Perth			A loose flapping cowl disconnected the throttle linkage and the pilot of limited experience landed downwind on an emergency strip.		Also reported as Bruce Creek

1 1	İ		1 1		İ		(Solo)	The aircraft ran into trees at the upwind end of the strip and caught fire.	1	1
	DeHav.	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.	
CFS	Champion	7EC	27.09.59.	Cootamundra aerodrome	Cootamundra	NSW	Trng/Day	starboard wingtip struck the ground. The pilot of limited experience encountered a marked wind gradient in the landing approach and the aircraft landed heavily collapsing the	Subst.	
							(Solo)	undercarriage.		
BCE*	DeHav.	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 run.	Dest.	* VH-BOK also crashed on this day at Alvie,V. No separate entry in AHSA.
BXY	DeHav.	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 pilot	Subst.	
ULA	Stits	SA-6B	09.10.59.	near	Kooweerup	VIC	PVT/Day	did not see until the last moment. 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. !!
	DeHav.	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.	range paragraph and the same an
EMR	DeHav.	82	14.10.59.	near	Millmerran	QLD	Ag/Day	The pilot misjudged height above the crop and the aircraft overturned when the undercarriage became entangled.	Subst. Subst.	
EIVIK	Cessna	182	16.10.59.	near	Perth	WA	PVT/Day	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.	
	K'fisher.	Glider	17.10.59.	near Murray Bridge	Murray Bridge	SA	PVT/Day	The glider was observed to spin from about 1,000 feet , recover at about 300 feet and then spin again into the ground.	Subst.	
BUU	Junkers	JU-52/3M	17.10.59.		Baiyer River	PNG	CHTR/Day	The pilot landed with a strong downwind component. The aircraft swung off the strip into a drain during severe braking. The undercarriage was demolished.	Subst.	
	DeHav	82	22.10.59.	near	Birregurra	VIC	Ag/Day	Engine power failure arising from water contaminated fuel occurred at low height and the aircraft overturned in the subsequent forced landing	Subst.	
-	Jumbuck	J2 Glider	24.10.59.	townsite aerodrome	Alice Springs	NT	PVT/Day	on unsuitable 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.	Subst.	
	DeHav.	82	31.10.59.	near	Cooma	NSW	PVT/Day	The pilot lost control during a steep turn soon after take-off and the aircraft struck the ground.	Subst.	
BSW	DeHav.	82 H17 Glider	05.11.59. 08.11.59.	near	Riverton	SA	Ag/Day	The aircraft collided with power cables which the pilot had previously observed but temporarily overlooked.	Subst.	
	Hutter	H1/ Glider	08.11.59.	Burt Plains	near ???	NT	PVT/Day	After encountering downdraught conditions, the pilot endeavoured to land as close as possible to the launching point and lost control during a turn into wind at low height.	Subst.	
	Auster	J/5	10.11.59.	Parafield airport	Parafield	SA	Trng/Day	The aircraft ballooned during hold-off in gusty conditions. The pilot over-controlled during recovery and the aircraft nosed into the ground.	Subst.	
AIW	DeHav.	82	12.11.59.	Cowwarr	near Sale	VIC	(Solo) Ag/Day	The pilot overlooked the presence of previously observed power cables and the aircraft collided with them at the commencement of the	Subst.	
								spray run.		
SCH	DeHav. DeHav.	82 82	15.11.59. 16.11.59.	near	Horsham Clare	VIC QLD	Ag/Day Ag/Day	The aircraft was hand-started without chocks. The throttle setting was such that the aircraft moved forward and collided with a fence. The pilot overlooked the presence of previously observed power cables and the aircraft collided with them during approach to a spray run.	Subst.	
эCH	Cessna	82 310B	16.11.59. 19.11.59.	near	Gloucester	NSW	Ag/Day Trng/Day	The pilot overlooked the presence of previously observed power cables and the aircraft collided with them during approach to a spray run. The pilot was practicing steep angle power-off approaches but the aircraft sank rapidly during round-out and the nose-wheel was torn off in a	Subst.	
							(Solo)	ditch short of the strip threshold.		
RAZ	DeHav.	DHC-2	19.11.59.	Campbell Park	near Narrung	SA	Ag/Day	The elevators were severely damaged when the aircraft struck the upwind boundary fence on take-off. The aircraft flew for some four miles before it dived into the ground and was burnt out.	Dest.	
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UGM	DeHav.	60	22.11.59.	near	Moorabbin aerodrome	VIC	PVT/Day	An unlocked carburettor top plate caused flooding and engine power failure. The pilot interrupted his emergency landing when the power was temporarily restored and then was forced to land through a ditch and fence.	Subst.	
	B.11	0-	244:		ME of 1		4 - /0			
	DeHav.	82	24.11.59.	near	Winchelsea	VIC	Ag/Day	Whilst spraying at low height, the pilot looked behind to assess the spray drift and the undercarriage became entangled in the linseed crop, thus overturning the aircraft.	Subst.	
UYK	DeHav.	82	02.12.59.	near	Cressy	VIC	Ag/Day	The pilot altered the spray pattern to check spray discharge and the aircraft collided with power cables which had previously been observed	Subst.	
UVR	Aure	Avian	06.12.59.		Classian	OLD	DVT/Dev	and avoided in the normal pattern.	Subst.	
UVK	Avro DeHav.	Avian 82	13.12.59.	near near	Cloncurry Camden	NSW	PVT/Day PVT/Day	The aircraft stalled in a turn at low height during approach to land and struck the ground before recovery could be effected. The pilot did not maintain a safe airspeed during a landing approach and the aircraft stalled and spun at a height from which recovery could not	Subst.	
								be effected.		
BQD	Cessna DeHav.	180 82	15.12.59. 19.12.59.	near	Cootamundra Geelong	NSW VIC	Ag/Day Ag/Day	Whilst spraying grasshopper swarms over un-surveyed area, the aircraft collided with power cables which were probably not seen by the pilot. On return from the spraying area, the pilot found the landing field covered with sheep. Whilst manoeuvring for a second run to disperse the	Dest. Subst.	
	Deriuv.	02	13.12.33.	near	accions	vic.	ng/ buy	sheep, the aircraft collided with power cables which were not previously noticed.	Subst.	
	Merlin	Trainer (Glider)	28.12.59.	near	Cootamundra aerodrome	NSW	PVT/Day	The glider was aero-towed to 7,000 feet and soon after casting off a major failure of the wing structure occurred and it crashed out of control.	Dest.	
RSN	DeHav.	,	30.12.59.	near	Young	NSW	PVT/Day	Whilst engaged in unauthorised low flying over unsurveyed area the aircraft collided with power cables which were not seen by the pilot.	Subst.	
BOX	Auster DeHav.	Mark V DHC-1	04.01.60. 09.01.60.	near adiacent to	Richmond Parafield aerodrome	QLD SA	PVT/Day Trng/Day	The aircraft nosed over in a forced landing on rough terrain following loss of power of undetermined origin during a practice baulked approach. During a local solo training flight, the pilot suffered partial paralysis and partial loss of vision of undetermined origin. In attempting to land	Subst. Dest.	
52	Deriuv.	5110 1	03.01.00.	adjacent to	r dranela derodrome	3	(Solo)	under radio directions, the aircraft struck a power cable pylon and dived to the ground.	Dest.	
RM_	Vickers	V-832	09.01.60.	Cairns Airport	Cairns	QLD	RPT	In their preparations for landing the operating crew omitted to ensure that the high pressure fuel cocks were placed in the fully forward position so as to withdraw the propeller high stops and all four engines seized on landing.	Subst.	
GFO	Munn	Falcon	10.01.60.	Geelong airfield	Geelong	VIC	Trng/Day	position so as to windraw the property right stops and an increase service or retrieval. During a windr launch, the glider dived into the ground due to a fault in the elevator control system restricting elevator operation.	Dest.	
		Glider					(Dual)			
INO	Bristol	171 Sycamore	11.01.60.	near	Tamworth	NSW	Ag/Day	The pilot attempted to take-off without first ensuring that the centre of gravity was within safe limits. Full back cyclic stick proved inadequate and the aircraft rolled to the left striking the ground.	Subst.	
SSZ	C.A.C.	CA-28	13.01.60.	near	Cobden	VIC	Ag/Day	The pilot attempted to take off in less than the available strip length which proved less than adequate length for the load carried. The aircraft	Subst.	
RVF	DeHav.	Ceres 82	16.01.60.	Tarrington	50 nm N/E Portland	VIC	PVT/Day	stalled immediately after becoming airborne, struck the ground and came to rest against a fence. While engaged in unauthorised low flying the pilot apparently misjudged the aircrafts position during a dive towards rising terrain , and it	Dest.	
								struck the ground and was burnt out.		
UYX	DeHav.	87B	20.01.60.	Darwin airport	Darwin	NT	PVT/Day	During conversion training on to type the instructor failed to assist the pupil to correct a swing on the landing run, and the aircraft executed a ground loop collapsing the undercarriage.	Subst.	
	Bell	47J	20.01.60.	Mount Mackay	50 nm. SSE Albury	VIC	AWK/Day	ground loop collapsing the undercarriage. Following a 'jump' take-off 5500 feet above sea level with variable wind conditions , the helicopter could not maintain height and the main	Subst.	
TEV	Falili					010		rotor severed the tail boom during a forced landing on rough terrain.		88 The circust was an about a Associated Aiding 5
TFK	Fokker	F27-2	22.01.60.	Mackay airport	Mackay	QLD	PVT/Day**	Following a normal approach and touchdown, the starboard undercarriage retracted during the landing roll. A small offcut of wire from a braided shielding sheath was found making contact within a cannon plug between the power supply and the "undercarriage up" circuit.	Subst.	** The aircraft was on charter to Associated Airlines , Essendon and was named "The Silver Friendship"
AZI	Auster	V/D	27.01.60.	Tennant Creek aerodrome	Tennant Creek	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	Subst.	
RVR	DeHav.	DHC-1	30.01.60.	near Ferntree Gully	North-east of Moorabbin	VIC	Trng/Day	soft ground. 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.	
				cc cany			(Solo)	burnt out.		
SSE/2	DeHav.	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 inverted	Subst.	
BWT	Champion	7FC	06.02.60.	Parafield aerodrome	Parafield	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.	Leichardt Dam (J.S.)	Mount Isa	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.	
THC	Hiller	Aiglet 2 UH-12C	13.02.60.	near 1470	Aust Aust Town	A.10	AMK/Dec	aircraft struck trees during an attempted forced landing.	Fulle:	
IHC	Hiller	UH-12C	13.02.60.	near Wilkes	Aust. Arctic Territory	AUS	AWK/Day	The helicopter was forced onto a steep ice slope by high winds and extreme turbulence which imposed performance demands beyond the capacity of the aircraft.	Subst.	
BKN	DeHav.	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	Subst.	
\vdash	DeHav.	82	21.02.60.	Jarklin	40 nm N/W Bendigo	VIC	PVT/Day	again over unsuitable terrain. While taxying downwind to the take-off point, a severe whirlwind lifted and overturned the aircraft.	Subst.	
TTS	Auster	J/1B	21.02.60.	near Yaouk (J.S.)	near Adaminaby	NSW	PVT/Day 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	Dest.	
		Aiglet				B10000		before recovery could be effected.		
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 procedure to dump the load, and the aircraft struck an embankment.	Subst.	
WFU	DeHav.	82	04.03.60.	Irwin	50 nm S/E Geraldton	WA	Ag/Day	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.	
BBC	DeHav.	82	05.03.60.	near	Narrabri	NSW	PVT/Day	to overturn. 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	Subst.	Possibly VH-RNN also
350	ocride.		05.05.00.	incer	1407/0011		, 50,	take-off.	Juost.	· · · · · · · · · · · · · · · · · · ·
SAH	Auster	J/1N	12.03.60.	Longreach aerodrome	Longreach	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.	Melton Weir	20 nm WNW Melbourne	VIC	PVT/Day	The helicopter collided with power transmission cables and fell into the reservoir below. The pilot had previously noted the cables but	Subst.	
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			1		<u> </u>			apparently overlooked the need to establish their position before descending to a low height in their vicinity.	
FRA?	Cessna Lockheed	172 12A	14.03.60. 17.03.60.	Yangoru airstrip Ceduna aerodrome	Yangoru Ceduna	PNG SA	PVT/Day AWK/Day	The nosewheel was broken off during take-off upon striking a protruding stone not previously observed on the strip. Incorrect assembly of the undercarriage actuating screws led to reverse folding of the drag struts in a heavy landing and the undercarriage	Subst.
								collapsed during the landing roll.	
BSK	DeHav.	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 UC-64A	19.03.60.	near lalibu airstrip	lalibu	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 200 feet. He attempted to return to the strip but engine power failed completely and the aircraft overturned in rough terrain.	Subst.
	DeHav.	82	23.03.60.	near Clare	S/E of Townsville	QLD	Ag/Day	The pilot attempted to take -off in long wet grass. The aircraft became airborne prematurely and then sank back onto rough ground and then overturned	Subst.
WAT	Piper	PA-22	25.03.60.	Glen Geddes (J.S.)	near Canoona	QLD	CHTR/Day	The aircraft collided with trees in a forced landing following failure of an engine exhaust valve of faulty manufacture. A more suitable forced	Subst.
	DeHav.	DHC-2	31.03.60.	near	Armidale	NSW	Ag/Day	landing site was not available. 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.	Minor
PRT?	Avro	Cadet	06.04.60.	near	Mansfield	VIC	Ag/Day	A piece of metal from one propeller blade struck an employee of the operator who was working in the vicinity of the taxying aircraft. 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.
								beyond the strip where the undercarriage collapsed and the aircraft overturned.	
ssv	Percival	EP.9	06.04.60.	near	Penshurst	VIC	Ag/Day	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.	Subst.
BAB/2	Avro Kingfisher	Anson ES-57	12.04.60. 17.04.60.	Moorabbin aerodrome near	Moorabbin 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					(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 Cookardinia	Cairns SSW of Wagga Wagga	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.
	DeHav.	82	25.04.60.	near Mandurama	near ????	NSW	Ag/Day	The pilot inadvertently closed the throttle which operating the hopper lever and, believeing there was an engine failure, he landed on unsuitable terrain collapsing the undercarriage.	Subst.
BAO/2	Percival	P.40	26.04.60.	near	Cobar	NSW	PVT/Day	The pilot attempted to take-off from a strip which was considerably shorter than required. The aircraft struck trees after becoming airborne	Subst.
FBE	K.S.A.S	Prentice K.S.3	26.04.60.	Geraldton airport	Geraldton	WA	PVT/Day	when the pilot reduced airspeed below the optimum in an attempt to clear them. The pilot allowed the aircraft to stall during an approach to land and it struck the ground before recovery could be effected.	Subst.
	(CA-6)								
BVD	Cessna DeHav.	190 82	26.04.60. 28.04.60.	Chimbu airstrip near	Chimbu Coleraine	PNG VIC	CHTR/Day Ag/Day	The port undercarriage leg failed and collapsed due to metal fatigue when the aircraft was stopped after a normal landing. An inadequate water drain check following refuelling led to engine failure while spreading. The pilot attempted a forced landing on	Subst. Subst.
UGN		60G	01.05.60	near	Home Hill		PVT/Day	unfavourable terrain and the undercarriage collapsed.	Subst
BBE	DeHav. Cessna	60G 170B	01.05.60. 07.05.60.	near Derringulla (AHSA)	Home Hill near Coonabarabran	QLD NSW	PVT/Day CHTR/Day	The aircraft struck the ground during an attempted slow roll at low height. The pilot attempted to take-off on a strip of inadequate length in excessive crosswind conditions. After becoming airborne the aircraft struck	Subst. Dest.
	DeHav.	82	15.05.60.	Ingham aerodrome	Ingham	QLD	Trng/Day	the boundary fence and crashed out of control. 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.
							(Dual)	The wheels contacted high grass short of the landing area and the aircraft overturned.	
	DeHav.	82	15.05.60.	near	Willunga	SA	Ag/Day	The pilot lost control when attempting a forced landing when the crankshaft failed and the propeller was lost soon after take-off. The under-carriage collapsed when thr aircraft struck rough ground.	Subst.
GST?	Twin	Plank Glider	15.05.60.	near	Camden	NSW	PVT/Day	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.	Subst.
	DeHav.	82	15.05.60.	Smithton aerodrome	Smithton	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.
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.
	DeHav.	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	DeHav.	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.
	DeHav.	82	26.05.60.	near	Myponga	SA	PVT/Day	collapsed. 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.	Subst.
GS?	Noorduyn	Norseman UC-64A	31.05.60.	Wewak aerodrome	Wewak	PNG	CHTR/Day	The aircraft rolled onto its wingtip and tail plane when the pilot allowed a ground loop to develop during landing.	Subst.
CEB	C.A.C.	CA-28	03.06.60.	near	Scone	NSW	Ag/Day	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 fallen timber and a fence.	Subst.
AG?	Lockheed	Hudson	03.06.60.	Kemp airstrip	near Darwin	NT	AWK/Day	After landing successfully on a strip of sub-standard length in the erroneous belief that it was his intended destination, the pilot took off and	Subst.
						<u> </u>		collided with power transmission cables at the end of the strip. The cockpit roof and upper aerial installations were demolished but the aircraft was flown back to Darwin airport.	
TFB	Fokker	F-27-100	10.06.60.	into the sea off Mackay	Mackay	QLD	RPT/Night	The aircraft entered the sea 7.5 miles from the airport during a night visual approach after holding approximately 70 minutes due to fog. The aircraft was apparently serviceable and under control at the time but the accident cause could not be determined.	Dest.
	ES.52B	Kookaburra	11.06.60.	Waikerie aerodrome	Waikerie	SA	Trng/Day	When the tow wire broke at a height of about 400 feet in a winch launch, the pupil stalled the glider which spun to the ground before the	Subst.
SSH	DeHav.	82	17.06.60.	Moyhu (J.S.)	near Glenrowan	VIC	(Dual) Ag/Day	instructor could effect recovery. The aircraft struck a power line the presence of which the pilot overlooked although he had previously noted its position. The aircraft crashed	Subst.
-	ES.52	Kookaburra	18.06.60.	Camden aerodrome	Camden	NSW	Trng/Day	inverted. The winch power failed when the aircraft was fifty feet during take-off and confusing directions by the instructor resulted in the pupil extending	Subst.
							(Dual)	the dive- brakes causing the glider to stall and strike the ground.	
DAO RQL	DeHav. Auster	82 J/2	19.06.60. 19.06.60.	near	Goodmalling Archerfield	WA QLD	Ag/Day PVT/Day	The aircraft struck the ground when the pilot allowed a stall to develop during a slow steep turn at low level. The pilot inadvertently closed the mixture control in attempting to apply carburettor heat before carrying out a stall. The engine stopped and	Subst. Subst.
		Arrow					.,,	the pilot attempted unsuccessfully to restart by divide only overlooking the availability of an electric starter, The aircraft overturned in the ensuing forced landing on unsuitable terrain.	
SSA	DeHav.	82	20.06.60.	near	Glenrowan	VIC	Ag/Day	Following a spraying run the pilot had to turn inside adjacent high ground but he misjudged the turn and the aircraft flew into rising ground	Subst.
	DeHav.	DHC-1	25.06.60.	Pinnaroo	N of Naracoorte	SA	Trng/Day	and stood on its nose. The pilot allowed his attention to be diverted and lost control during a solo cross-wind landing. The starboard wingtip struck the ground and the	Subst.
	Avro	643	29.06.60.	near	Werribee	VIC	(Solo) Ag/Day	tailwheel collapsed. During a take-off the aircraft ground looped when the undercarriage strut failed at an old undetected fracture.	Subst.
		Cadet							
BKS	DeHav.	82	01.07.60.	near	Yericoin	WA	Ag/Day	The pilot misjudged the position of telephone wires at the conclusion of a spraying run. The aircraft flew through the wires and the undercarriage collapsed when it then struck the ground heavily.	Subst.
AQD	DeHav.	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?	DeHav.	82	06.07.60.	Moorabbin aerodrome	Moorabbin	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.
BMW		M.65			Carnarvon	WA		not function correctly and the aircraft struck the ground collapsing the port undercarriage.	Subst.
	Miles	Gemini	11.07.60.	Carnarvon aerodrome	Carnaryon		AWK/Day	The aircraft landed with one undercarriage leg retracted when the down-lock was rendered inoperative by a small stone in the mechanism.	
DAI	DeHav.	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.
	DeHav.	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	Subst.
KNM	DeHav.	82	24.07.60.	near	Tumut	NSW	Trng/Day	overturned. 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.
								became detached, causing the wingtip and propeller to contact the ground.	
SSQ?	DeHav.	82	28.07.60.	near	Sea Lake	VIC	Ag/Day	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 take-off attitude causing it to overturn.	Subst.
ARU	DeHav.	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.
		4	05.07.77				4-70-	the tree and fell to the ground.	200
	Cessna	180	06.08.60.	near	Narromine	NSW	Ag/Day	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.
BBM?								trees 30 feet high at a height of about 15 feet.	

1 1	1		1 1		1	Ì	1	aircraft contacted the ground on a down slope, striking many obstructions.	1	l l
	DeHav.	82	13.08.60.	near	Bolgart	WA	Ag/Day	The aircraft overturned during the landing roll when it encountered boggy ground. The landing area was not adequately inspected from the	Subst.	
								ground before use.		
	DeHav.	82	16.06.60.	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	Alice Springs	NT	PVT/Day	The pilot was engaged on a local test flight of a helicopter after overhaul. In an autorotational landing , the nose pitched down , bending the	Subst.	
RQD	Dines	PA-22	20.00.60	Asshaufiald aggadrama	Archaefiald	OLD	Tena/Dav	skids and the main rotor blades struck the ground.	Doct	
KŲD	Piper	PA-22	20.08.60.	Archerfield aerodrome	Archerfield	QLD	Trng/Day (Dual)	Shortly after a baulked approach was initiated, the aircraft commenced a level turn to the left which changed into a steeply banked descending spiral continuing until the aircraft struck the ground.	Dest.	
UQB	DeHav.	DH-80	21.08.60.	near	Wamberal	NSW	CHTR/Day	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	Not Aust.	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.
LAC	LUCKIIEEU	2-10450	24.00.00.	Flaisance Air port	Wadiitius	NOT AUST.	IGF 17	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.	Dest.	All F.O.B. Survived with fillion of no injuries.
	DeHav.	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	Subst.	
UEI	Druine	Turbulent	27.08.60	Humbug Scrub	near Parafield	SA	N/K	crashed to the ground. Reported damaged, No details Known.	-	
DAH	DeHav.	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-	Subst.	
								phone line . He misjudged his clearance over the wires which became entangled in the undercarriage causing the aircraft to strike the ground inverted.		
	Piper	PA-22	30.08.60.	Bankstown aerodrome	Bankstown	NSW	Trng/Day	invertee. The pilot lost control of the aircraft after touching down and ground looped, collapsing the undercarriage.	Subst.	
							(Solo)			
PCG/3	DeHav.	82 82	30.08.60.	near	Trundle	NSW	Ag/Day	The pilot misjudged the pull-up point to clear a power cable. The aircraft struck the cable and crashed to the ground inverted.	Subst.	
CHS	DeHav.	82	10.09.60.	near	Trayning	WA	PVT/Day	REPORTED Gamageo. No details known. When landing in a field the aircraft overturned after entering a heap of stones in tall grass which the pilot failed to detect.	Subst.	
BOW	DeHav.	82	11.09.60.	near	Alice Springs	NT	PVT/Day	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	Dest.	
								supervision of an instructor. At about 200 feet after take-off, the glider climbed above the towing aircraft and the pilot was apparently unable 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	Echuca	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.
	Douglas	50 3031030	13.03.00.	madang derourome		. 140	zy say	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	Juost.	
						1		was misinterpreted by the first officer as the normal signal for undercarriage retraction. The first officer immediately retracted the under-		
\vdash	DeHav.	82	20.09.60.	near	Ballan	VIC	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.	
								through a fence.		
	DeHav.	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?	Comm.	CA-28	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	Subst.	
DCM	8.00	024	22.00.00	Bankstown aerodrome	Parallata and	NEW	as for	a reduction of engine power and the compacted fertiliser failed to dump. The aircraft struck the ground and trees, collapsing the undercarriage.		
PCM	DeHav.	82A 82	22.09.60.	near	Woomelang	NSW VIC	Ag/Day	Reported Burnt in Fire. No details known. 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	Subst.	
		-						due to the down slope and the aircraft collided with the upwind fence and overturned.		
AKI	Stinson	Voyager	25.09.60.	adjacent to Launceston Airport	Launceston	TAS	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.
	Auster	J/1B	29.09.60.	near Ogmore	100 k/m. N/W Rocky	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.	
								ploughed field.		
BAF/2	Avro Schleicher	Anson KA2B	07.10.60. 08.10.60.	Moorabbin aerodrome near	Moorabbin Camden	VIC NSW	CHTR/Day PVT/Day	An incorrectly installed tyre inner 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 because the dive brakes failed to operate. The pilot misjudged the	Subst.	
	Schleicher	KAZD	08.10.00.	lieai	Callidell	14344	F V 1/ Day	during a forced annuing, a susceptisping approach rectains recessary vectors are the states included in the states and the states are the states and the states are the sta	Subst.	
	Cessna	150	13.10.60.	near	Meandarra	QLD	Trng/Day	The pilot was forced to land on unsuitable terrain following engine power failure during a trial instructional flight. The cause of the engine	Subst.	
AVE	Cessna	170B	18.10.60.	adjacent Wedau airstrip		PNG	CHTR/Day	failure has not been determined. The pilot lost control when he was forced to turn in a confined area and in turbulent conditions soon after take-off. The aircraft stalled and	Subst.	
		170B	18.10.60.	adjacent Wedau airstrip		PNG	CHTR/Day	The pilot lost 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.	
BSG	Cessna DeHav.	170B 82	18.10.60. 23.10.60.	adjacent Wedau airstrip near	Romsey	PNG	CHTR/Day Ag/Day	The pilot lost 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. The pilot apparently did not see power transmission lines crossing a gully at a height of about 100 feet above the ground and the aircraft	Subst. Dest.	Restored as VH-LMF.
					Romsey N/W of Dubbo			The pilot lost 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. The pilot apparently did not see power transmission lines crossing a gully 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 stuck the ground, Collagising the undergrainge, during an attempted forced landing after a loss of power due to fuel exhaustion		Restored as VH-LMF.
BSG	DeHav.	82 82	23.10.60. 01.11.60.	near near Toongi	N/W of Dubbo	VIC	Ag/Day Ag/Day	The pilot lost 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. The pilot apparently did not see power transmission lines crossing a gully 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 struck the ground, collapsing the undercarriage, during an attempted forced landing after a loss of power due to fuel exhaustion which occurred whilst spraying.	Dest. Subst.	Restored as VH-LMF.
	DeHav.	82	23.10.60.	near		VIC	Ag/Day	The pilot lost 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. The pilot apparently did not see power transmission lines crossing a gully 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 stuck the ground, Collagising the undergrainge, during an attempted forced landing after a loss of power due to fuel exhaustion	Dest.	Restored as VH-LMF.
BSG	DeHav. DeHav. CZL Aero	82 82 145	23.10.60. 01.11.60. 12.11.60.	near near Toongi adjacent Moorabbin Airport	N/W of Dubbo Moorabbin	VIC NSW VIC	Ag/Day Ag/Day PVT/Day	The pilot lost 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. The pilot apparently did not see power transmission lines crossing a gully 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 struck the ground, Collapsing the undercarriage, during an attempted forced landing after a loss of power due to fuel exhaustion which occurred whilst spraying. The pilot lost control, probably because a safe airspeed was not maintained, in a turn at low level during a demonstration approach and landing with one engine feathered. He then endeavoured to re-start the engine which had been shut down, but the aircraft struck the ground outside the aerodrome boundary.	Dest. Subst. Dest.	Restored as VH-LMF.
BSG	DeHav.	82 82	23.10.60. 01.11.60.	near near Toongi	N/W of Dubbo	VIC	Ag/Day Ag/Day	The pilot lost 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. The pilot apparently did not see power transmission lines crossing a gully 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 struck the ground, Collapsing the undercarriage, during an attempted forced landing after a loss of power due to fuel exhaustion which occurred whilst spraying. The pilot lost control, probably because a safe airspeed was not maintained, in a turn at low level during a demonstration approach and landing with one engine feathered. He then endeavoured to re-tart the engine which had been shut down, but the aircraft struck the ground outside the aerodrome boundary. The pilot, who was inexperienced on the aircraft type, lost control during a crosswind landing and the aircraft ground looped, collapsing the	Dest. Subst.	Restored as VH-LMF.
BSG	DeHav. DeHav. CZL Aero	82 82 145	23.10.60. 01.11.60. 12.11.60.	near near Toongi adjacent Moorabbin Airport	N/W of Dubbo Moorabbin	VIC NSW VIC	Ag/Day Ag/Day PVT/Day	The pilot lost 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. The pilot apparently did not see power transmission lines crossing a gully 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 struck the ground, Collapsing the undercarriage, during an attempted forced landing after a loss of power due to fuel exhaustion which occurred whilst spraying. The pilot lost control, probably because a safe airspeed was not maintained, in a turn at low level during a demonstration approach and landing with one engine feathered. He then endeavoured to re-start the engine which had been shut down, but the aircraft struck the ground outside the aerodrome boundary.	Dest. Subst. Dest.	Restored as VH-LMF.
BSG DUA AMN BIQ	DeHav. CZL Aero DeHav. DeHav.	82 82 145 84 Dragon	23.10.60. 01.11.60. 12.11.60. 12.11.60.	near near Toongi adjacent Moorabbin Airport near	N/W of Dubbo Moorabbin Burren Junction Clare	VIC NSW VIC NSW QLD	Ag/Day Ag/Day PVT/Day PVT/Day Ag/Day	The pilot lost 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. The pilot apparently did not see power transmission lines crossing a gully 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 aircraft stuck the ground, collapsing the undercarrage, during an attempted forced landing after a loss of power due to fuel exhaustion which occurred whilst spraying. The pilot lost control, probably because a safe airspeed was not maintained, in a turn at low level during a demonstration approach and landing with one engine feathered. He then endeavoured to re-start the engine which had been shut down, but the aircraft struck the ground outside the aerodrome boundary. The pilot, who was inexperienced on the aircraft type, lost control during a crosswind landing and the aircraft ground looped, collapsing the undercarriage. Whilst making a turn to the left to position the aircraft for a spray run, the pilot permitted the aircraft to stall and the right wing dropped, at too low an altitude to permit effective recovery action.	Dest. Subst. Dest. Subst. Subst.	Restored as VH-LMF.
BSG DUA	DeHav. DeHav. CZL Aero DeHav.	82 82 145 84 Dragon	23.10.60. 01.11.60. 12.11.60. 12.11.60.	near near Toongi adjacent Moorabbin Airport near	N/W of Dubbo Moorabbin Burren Junction	VIC NSW VIC NSW	Ag/Day Ag/Day PVT/Day PVT/Day	The pilot lost 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. The pilot apparently did not see power transmission lines crossing a gully 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 struck the ground, Collagising the undergrainage, during an attempted forced landing after a loss of power due to fuel exhaustion which occurred whilst spraying. The pilot lost control, probably because a safe airspeed was not maintained, in a turn at low level during a demonstration approach and landing with one engine feathered. He then endeavoured to re-start the engine which had been shut down, but the aircraft struck the ground outside the aerodrome boundary. The pilot con who was inexperienced on the aircraft type, lost control during a crosswind landing and the aircraft ground looped, collapsing the undercarraige.	Dest. Subst. Dest. Subst.	Restored as VH-LMF.
DUA AMN BIQ SNS?	DeHav. CZL Aero DeHav. DeHav.	82 82 145 84 Dragon 82	23.10.60. 01.11.60. 12.11.60. 12.11.60.	near near Toongi adjacent Moorabbin Airport near	N/W of Dubbo Moorabbin Burren Junction Clare	VIC NSW VIC NSW QLD	Ag/Day Ag/Day PVT/Day PVT/Day Ag/Day Trng/Day	The pilot lost 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. The pilot apparently did not see power transmission lines crossing a gully 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 struck the ground, Collagising the undergrariage, during an attempted forced landing after a loss of power due to fuel exhaustion which occurred whilst spraying. The pilot lost control, probably because a safe airspeed was not maintained, in a turn at low level during a demonstration approach and landing with one engine feathered. He then endeavoured to re-start the engine which had been shut down, but the aircraft struck the ground outside the aerodrome boundary. The pilot, who was inexperienced on the aircraft type, lost control during a crosswind landing and the aircraft ground looped, collapsing the undercarriage. Whist making a turn to the left to position the aircraft for a spray run, the pilot permitted the aircraft to stall and the right wing dropped, at too low an altitude to permit effective recovery action. The funders rainge collapsed during a landing roll probably because of a weakening of the structure in previous heavy landings which had not been reported. The pilots vision was suddenly affected by sun glare during an approach in gusty wind conditions and the aircraft overturned when the landing	Dest. Subst. Dest. Subst. Subst.	Restored as VH-LMF.
BSG DUA AMN BIQ SNS? 99%	DeHav. CZL Aero DeHav. DeHav. DeHav. Auster Ryan	82 82 145 84 Dragon 82 3 Model F STM	23.10.60. 01.11.60. 12.11.60. 12.11.60. 14.11.60. 17.11.60.	near Toongi adjacent Moorabbin Airport near near Richmond aerodrome	N/W of Dubbo Moorabbin Burren Junction Clare Richmond Goolwa	VIC NSW VIC NSW QLD QLD SA	Ag/Day Ag/Day PVT/Day PVT/Day Ag/Day Trng/Day (Solo) PVT/Day	The pilot lost 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. The pilot apparently did not see power transmission lines crossing a gully 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 struck the ground, Collapsing the undercarriage, during an attempted forced landing after a loss of power due to fuel exhaustion which occurred whilst spraying. The pilot lost control, probably because a safe airspeed was not maintained, in a turn at low level during a demonstration approach and landing with one engine feathered. He then endeavoured to re-start the engine which had been shut down, but the aircraft struck the ground outside the aerodrome boundary. The pilot, who was inexperienced on the aircraft type, lost control during a crosswind landing and the aircraft ground looped, collapsing the undercarriage. Whilst making a turn to the left to position the aircraft for a spray run, the pilot permitted the aircraft to stall and the right wing dropped, at too low an altitude to permit effective recovery action. The undercarriage collapsed during a landing roll probably because of a weakening of the structure in previous heavy landings which had not been reported. The pilot vision was suddenly affected by sun glare during an approach in gusty wind conditions and the aircraft overturned when the landing wheels contacted the boundary fence.	Dest. Subst. Dest. Subst. Subst. Subst. Subst.	Restored as VH-LMF.
BSG DUA AMN BIQ SNS? 99%	DeHav. CZL Aero DeHav. DeHav. Auster	82 82 145 84 Dragon 82 3 Model F	23.10.60. 01.11.60. 12.11.60. 12.11.60. 14.11.60.	near near Toongi adjacent Moorabbin Airport near near Richmond aerodrome	N/W of Dubbo Moorabbin Burren Junction Clare Richmond	VIC NSW VIC NSW QLD	Ag/Day Ag/Day PVT/Day PVT/Day PVT/Day Trng/Day (Solo)	The pilot lost 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. The pilot apparently did not see power transmission lines crossing a gully 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 struck the ground, Collagising the undergrariage, during an attempted forced landing after a loss of power due to fuel exhaustion which occurred whilst spraying. The pilot lost control, probably because a safe airspeed was not maintained, in a turn at low level during a demonstration approach and landing with one engine feathered. He then endeavoured to re-start the engine which had been shut down, but the aircraft struck the ground outside the aerodrome boundary. The pilot, who was inexperienced on the aircraft type, lost control during a crosswind landing and the aircraft ground looped, collapsing the undercarriage. Whist making a turn to the left to position the aircraft for a spray run, the pilot permitted the aircraft to stall and the right wing dropped, at too low an altitude to permit effective recovery action. The funders rainge collapsed during a landing roll probably because of a weakening of the structure in previous heavy landings which had not been reported. The pilots vision was suddenly affected by sun glare during an approach in gusty wind conditions and the aircraft overturned when the landing	Dest. Subst. Dest. Subst. Subst. Subst.	Restored as VH-LMF.
BSG DUA AMN BIQ SNS? 99% RAE	DeHav. CZL Aero DeHav. DeHav. DeHav. Auster Ryan DeHav. Cessna	82 82 145 84 Dragon 82 3 Model F 5TM 82 1806	23.10.60. 01.11.60. 12.11.60. 12.11.60. 14.11.60. 17.11.60. 18.11.60. 20.11.60. 24.11.60.	near Toongi adjacent Moorabbin Airport near near Richmond aerodrome near Casino aerodrome near	N/W of Dubbo Moorabbin Burren Junction Clare Richmond Goolwa Casino Broken Hill	VIC NSW VIC NSW QLD QLD SA NSW NSW	Ag/Day Ag/Day PVT/Day PVT/Day Ag/Day Trng/Day (Solo) PVT/Day PVT/Day AWK/Day	The pilot lost control when he was forced to turn in a confined area and in turbulent conditions soon after take-off. The aircraft stalled and strack the ground. The pilot apparently did not see power transmission lines crossing a gully 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 struck the ground, collapsing the undercarriage, during an attempted forced landing after a loss of power due to fuel exhaustion which occurred whilst spraying. The pilot lost control, probably because a safe airspeed was not maintained, in a turn at low level during a demonstration approach and landing with one engine feathered. He then endeavoured to re-start the engine which had been shut down, but the aircraft struck the ground outside the aerodrome boundary. The pilot, who was inexperienced on the aircraft type, lost control during a crosswind landing and the aircraft ground looped, collapsing the undercarriage. Whilst making a turn to the left to position the aircraft for a spray run, the pilot permitted the aircraft to stall and the right wing dropped, at too low an altitude to permit effective necovery action. The undercarriage collapsed during a landing roll probably because of a weakening of the structure in previous heavy landings which had not been reported. The pilot vision was suddenly affected by sun glare during an approach in gusty wind conditions and the aircraft overturned when the landing wheels contacted the boundary fence. The aircraft overturned during a take-off when the pilot's vision was obscured by his goggles which slipped down due to misalignment. The pilot landed in calm conditions and the starboard undercarriage collapsed during the landing roll inducing a ground loop. It is possible that the undercarriage was indeed and search the aircraft to the aircraft to the aircraft to the aircraft to the aircraft to the aircraft to the aircraft to the aircraft to the aircraft to the aircraft to the aircraf	Dest. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	Restored as VH-LMF.
BSG DUA AMN BIQ SNS? 99% RAE	DeHav. CZL Aero DeHav. DeHav. Auster Ryan DeHav.	82 82 145 84 Dragon 82 3 Model F STM	23.10.60. 01.11.60. 12.11.60. 12.11.60. 14.11.60. 17.11.60. 18.11.60.	near near Toongi adjacent Moorabbin Airport near near Richmond aerodrome near Casino aerodrome	N/W of Dubbo Moorabbin Burren Junction Clare Richmond Goolwa Casino	VIC NSW VIC NSW QLD QLD SA NSW	Ag/Day Ag/Day PVT/Day PVT/Day Ag/Day Trng/Day (Solo) PVT/Day PVT/Day	The pilot lost 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. The pilot apparently did not see power transmission lines crossing a gully 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 struck the ground, Collagising the undercarriage, during an attempted forced landing after a loss of power due to fuel exhaustion which occurred whilst spraying. The pilot lost control, probably because a safe airspeed was not maintained, in a turn at low level during a demonstration approach and landing with one engine feathered. He then endeavoured to re-start the engine which had been shut down, but the aircraft struck the ground outside the aerodrome boundary. The pilot, who was inexperienced on the aircraft type, lost control during a crosswind landing and the aircraft ground looped, collapsing the undercarriage. Whilst making a turn to the left to position the aircraft for a spray run, the pilot permitted the aircraft to stall and the right wing dropped, at too low an altitude to permit effective recovery action. The undercarriage collapsed during a landing roll probably because of a weakening of the structure in previous heavy landings which had not been reported. The pilot skidon was suddenly affected by sun glare during an approach in gusty wind conditions and the aircraft overturned when the landing wheels contacted the boundary fence. The aircraft overturned during a take-off when the pilot's vision was obscured by his goggles which slipped down due to misalignment. The pilot studie in caim conditions and the starboard undercarriage collapsed during the landing roll inducing a ground loop, it is possible	Dest. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst.	Restored as VH-LMF.
BSG DUA AMN BIQ SNS? 99% RAE	DeHav. CZL Aero DeHav. DeHav. DeHav. Auster Ryan DeHav. Cessna	82 82 145 84 Dragon 82 3 Model F 5TM 82 1806	23.10.60. 01.11.60. 12.11.60. 12.11.60. 14.11.60. 17.11.60. 18.11.60. 20.11.60. 24.11.60.	near Toongi adjacent Moorabbin Airport near near Richmond aerodrome near Casino aerodrome near	N/W of Dubbo Moorabbin Burren Junction Clare Richmond Goolwa Casino Broken Hill	VIC NSW VIC NSW QLD QLD SA NSW NSW	Ag/Day Ag/Day PVT/Day PVT/Day Ag/Day Trng/Day (Solo) PVT/Day AWK/Day Trng/Day Trng/Day	The pilot lost 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. The pilot apparently did not see power transmission lines crossing a gully 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 aircraft struck the ground, collagising the undercarriage, during an attempted forced landing after a loss of power due to fuel exhaustion which occurred whilst spraying. The pilot lost control, probably because a safe airspeed was not maintained, in a turn at low level during a demonstration approach and landing with one engine feathered. He then endeavoured to re-start the engine which had been shut down, but the aircraft struck the ground outside the aerodrome boundary. The pilot so the boundary. The pilot, who was inexperienced on the aircraft type, lost control during a crosswind landing and the aircraft ground looped, collapsing the undercarriage. Whilst making a turn to the left to position the aircraft for a spray run, the pilot permitted the aircraft to stall and the right wing dropped, at too low an altitude to permit effective recovery action. The undercarriage collapsed during a landing roll probably because of a weakening of the structure in previous heavy landings which had not been reported. The pilot sidnow as suddenly affected by sun glare during an approach in gusty wind conditions and the aircraft overturned when the landing wheels contacted the boundary fence. The aircraft overturned during a take-off when the pilot's vision was obscured by his geggles which slipped down due to misalignment. The pilot slanded in calm conditions and the starboard undercarriage collapsed during the landing roll inducing a ground loop. It is possible that the undercarriage was inadequately secured to the aircraft. When lost during a solon avagiscional training exercise, fuel shortage necessitated a forced landing in an unsuitable fiel	Dest. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	Restored as VH-LMF.
BSG DUA AMN BIQ SNS? 99% RAE	DeHav. CZL Aero DeHav. DeHav. Auster Ryan DeHav. Cessna DeHav. Cessna	82 82 145 84 Dragon 82 3 Model F 5TM 82 1808 DHC-1	23.10.60. 01.11.60. 12.11.60. 12.11.60. 14.11.60. 17.11.60. 20.11.60. 24.11.60. 24.11.60.	near Toongi adjacent Moorabbin Airport near near Richmond aerodrome near Casino aerodrome near near Bulahdelah near Cervantes	N/W of Dubbo Moorabbin Burren Junction Clare Richmond Goolwa Casino Broken Hill Newcastle 130 k/m. NNW Perth	VIC NSW VIC NSW QLD QLD SA NSW NSW NSW WA	Ag/Day Ag/Day PVT/Day PVT/Day Ag/Day Trng/Day (Solo) PVT/Day AWK/Day Trng/Day AWK/Day AWK/Day AWK/Day AWK/Day	The pilot lost 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. The pilot apparently did not see power transmission lines crossing a gully 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 pilot apparently did not see power transmission lines crossing a gully 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 struck the ground, collapsing the undercarriage, during an attempted forced landing after a loss of power due to fuel exhaustion which occurred whist spraying. The pilot lost control, probably because a safe airspeed was not maintained, in a turn at low level during a demonstration approach and landing with one engine feathered. He then endeavoured to re-start the engine which had been shut down, but the aircraft struck the ground outside the aerodrome boundary. The pilot, who was inexperienced on the aircraft type, lost control during a crosswind landing and the aircraft ground looped, collapsing the undercarriage. Whilst making a turn to the left to position the aircraft for a spray run, the pilot permitted the aircraft to stall and the right wing dropped, at too low an altitude to permit effective recovery action. The undercarriage collapsed during a landing roll probably because of a weakening of the structure in previous heavy landings which had not been reported. The pilots vision was suddenly affected by sun glare during an approach in gusty wind conditions and the aircraft overturned when the landing wheles contacted the boundary fence. The aircraft overturned during a take-off when the pilot's vision was obscured by his goggles which slipped down due to misalignment. The pilot landed in calm conditions and the starboard undercarriage collapsed during the landing roll inducing a ground loop. It is possible that th	Dest. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Dest.	Restored as VH-LMF.
BSG DUA AMN BIQ SNS? 99% RAE	DeHav. CZL Aero DeHav. DeHav. Auster Ryan DeHav. Cessna DeHav.	82 145 84 Dragon 82 3 Model F STM 82 1808 DHC-1	23.10.60. 01.11.60. 12.11.60. 12.11.60. 14.11.60. 17.11.60. 20.11.60. 24.11.60.	near near Toongi adjacent Moorabbin Airport near near Richmond aerodrome near Casino aerodrome near	N/W of Dubbo Moorabbin Burren Junction Clare Richmond Goolwa Casino Broken Hill Newcastle	VIC NSW VIC NSW QLD QLD SA NSW NSW	Ag/Day Ag/Day PVT/Day PVT/Day Ag/Day Trmg/Day (Solo) PVT/Day AWK/Day Trmg/Day (Solo)	The pilot lost 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. The pilot apparently did not see power transmission lines crossing a gully 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 pilot apparently did not see power transmission lines crossing a gully 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 struck the ground, collapsing the undercarriage, during an attempted forced landing after a loss of power due to fuel exhaustion which occurred whist spraying. The pilot lost control, probably because a safe airspeed was not maintained, in a turn at low level during a demonstration approach and landing with one engine feathered. He then endeavoured to re-start the engine which had been shut down, but the aircraft struck the ground outside the aerodrome boundary. The pilot, who was inexperienced on the aircraft type, lost control during a crosswind landing and the aircraft ground looped, collapsing the undercarriage. Whilst making a turn to the left to position the aircraft for a spray run, the pilot permitted the aircraft to stall and the right wing dropped, at too low an altitude to permit effective recovery action. The undercarriage collapsed during a landing roll probably because of a weakening of the structure in previous heavy landings which had not been reported. The pilots vision was suddenly affected by sun glare during an approach in gusty wind conditions and the aircraft overturned when the landing wheels contacted the boundary frence. The aircraft overturned during a take-off when the pilot's vision was obscured by his goggles which slipped down due to misalignment. The pilot landed in calm conditions and the starboard undercarriage collapsed during the landing roll inducing a ground loop. It is possible that t	Dest. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	Restored as VH-LMF.
BSG DUA AMN BIQ SNS? 99% RAE GEO BBX? SCI	DeHav. DeHav. CZL Aero DeHav. DeHav. Auster Ryan DeHav. Cessna DeHav. Cessna DeHav.	82 82 145 84 Dragon 82 3 Model F 5TM 82 1808 DHC-1 172	23.10.60. 01.11.60. 12.11.60. 12.11.60. 14.11.60. 18.11.60. 20.11.60. 24.11.60. 01.12.60. 04.12.60.	near Toongi adjacent Moorabbin Airport near near Richmond aerodrome near Casino aerodrome near near Bulahdelah near Cervantes near Kalannie near Cracow	N/W of Dubbo Moorabbin Burren Junction Clare Richmond Goolwa Casino Broken Hill Newcastle 130 k/m. NNW Perth nr. Bencubbin near ???	VIC NSW VIC NSW QLD QLD SA NSW NSW NSW WA QLD	Ag/Day Ag/Day Ag/Day PVT/Day Ag/Day Trng/Day (Solo) PVT/Day AWK/Day Trng/Day AWK/Day PVT/Day AWK/Day PVT/Day AWK/Day PVT/Day AWK/Day	The pilot lost 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. The pilot apparently did not see power transmission lines crossing a gully 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 struck the ground, Collagising the undergrariage, during an attempted forced landing after a loss of power due to fuel exhaustion which occurred whilst spraying. The pilot lost control, probably because a safe airspeed was not maintained, in a turn at low level during a demonstration approach and landing with one engine feathered. He then endeavoured to re-start the engine which had been shut down, but the aircraft struck the ground outside the aerodrome boundary. The pilot, who was inexperienced on the aircraft type, lost control during a crosswind landing and the aircraft ground looped, collapsing the undercarriage. Whilst making a turn to the left to position the aircraft for a spray run, the pilot permitted the aircraft to stall and the right wing dropped, at too low an altitude to permit effective recovery action. The pilot singe collapsed during a landing roll probably because of a weakening of the structure in previous heavy landings which had not been reported. The pilot sixion was suddenly affected by sun glare during an approach in gusty wind conditions and the aircraft overturned when the landing wheels contacted the boundary fence. The aircraft overturned during a take-off when the pilot's vision was obscured by his goggles which slipped down due to misalignment. The pilot sixion was suddenly affected by sun glare during an approach in gusty wind conditions and the aircraft overturned when the landing wheels contacted the boundary fence. The aircraft overturned during a take-off when the pilot's vision was obscured by his goggles which slipped down due to misalignment. The pilot landed in calm conditions and the	Dest. Subst. Dest. Subst. Dest.	Restored as VH-LMF.
BSG DUA AMN BIQ SNS? 99% RAE GEO RWD	DeHav. DeHav. CZL Aero DeHav. DeHav. Auster Ryan DeHav. Cessna DeHav. Cessna	82 145 84 Dragon 82 3 Model F 5TM 82 1808 DHC-1 172 1828 82	23.10.60. 01.11.60. 12.11.60. 12.11.60. 14.11.60. 17.11.60. 20.11.60. 24.11.60. 24.11.60. 01.12.60.	near near Toongi adjacent Moorabbin Airport near near Richmond aerodrome near Casino aerodrome near near Bulahdelah near Cervantes near Kalannie	N/W of Dubbo Moorabbin Burren Junction Clare Richmond Goolwa Casino Broken Hill Newcastle 130 k/m. NNW Perth nr. Bencubbin	VIC NSW VIC NSW QLD QLD QLD SA NSW NSW NSW WA	Ag/Day Ag/Day Ag/Day PVT/Day PVT/Day Ag/Day Trng/Day (Solo) PVT/Day AWK/Day Trng/Day AWK/Day PVT/Day AWK/Day PVT/Day PVT/Day PVT/Day	The pilot lost 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. The pilot apparently did not see power transmission lines crossing a gully 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 pilot apparently did not see power transmission lines crossing a gully 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 pilot lost control, probably because a safe airspeed was not maintained, in a turn at low level during a demonstration approach and landing with one engine feathered. He then endeavoured to re-start the engine which had been shut down, but the aircraft struck the ground outside the aerodrome boundary. The pilot, who was inexperienced on the aircraft type, lost control during a crosswind landing and the aircraft ground looped, collapsing the undercarriage. Whilst making a turn to the left to position the aircraft for a spray run, the pilot permitted the aircraft to stall and the right wing dropped, at too low an altitude to permit effective recovery action. The undercarriage collapsed during a landing roil probably because of a weakening of the structure in previous heavy landings which had not been reported. The pilots vision was suddenly affected by sun glare during an approach in gusty wind conditions and the aircraft overturned when the landing wheels contacted the boundary frence. The aircraft overturned during a take-off when the pilot's vision was obscured by his goggles which slipped down due to misalignment. The pilot landed in calm conditions and the starboard undercarriage collapsed during the landing roil inducing a ground loop. It is possible that the undercraftige was independently secure of the aircraft. When lost during a solio anvigational training exercise, fuel shortage necessitated a forced landing in an unsuita	Dest. Subst.	Restored as VH-LMF.
BSG DUA AMN BIQ SNS? 99% RAE GEO BBX? SCI	DeHav. DeHav. CZL Aero DeHav. DeHav. Auster Ryan DeHav. Cessna DeHav. Cessna DeHav.	82 82 145 84 Dragon 82 3 Model F 5TM 82 1808 DHC-1 172	23.10.60. 01.11.60. 12.11.60. 12.11.60. 14.11.60. 18.11.60. 20.11.60. 24.11.60. 01.12.60. 04.12.60.	near Toongi adjacent Moorabbin Airport near near Richmond aerodrome near Casino aerodrome near near Bulahdelah near Cervantes near Kalannie near Cracow	N/W of Dubbo Moorabbin Burren Junction Clare Richmond Goolwa Casino Broken Hill Newcastle 130 k/m. NNW Perth nr. Bencubbin near ???	VIC NSW VIC NSW QLD QLD SA NSW NSW NSW WA QLD	Ag/Day Ag/Day Ag/Day PVT/Day Ag/Day Trng/Day (Solo) PVT/Day AWK/Day Trng/Day AWK/Day PVT/Day AWK/Day PVT/Day AWK/Day PVT/Day AWK/Day	The pilot lost 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. The pilot apparently did not see power transmission lines crossing a gully 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 struck the ground, Collagising the undergrariage, during an attempted forced landing after a loss of power due to fuel exhaustion which occurred whilst spraying. The pilot lost control, probably because a safe airspeed was not maintained, in a turn at low level during a demonstration approach and landing with one engine feathered. He then endeavoured to re-start the engine which had been shut down, but the aircraft struck the ground outside the aerodrome boundary. The pilot, who was inexperienced on the aircraft type, lost control during a crosswind landing and the aircraft ground looped, collapsing the undercarriage. Whilst making a turn to the left to position the aircraft for a spray run, the pilot permitted the aircraft to stall and the right wing dropped, at too low an altitude to permit effective recovery action. The pilot singe collapsed during a landing roll probably because of a weakening of the structure in previous heavy landings which had not been reported. The pilot six ison was suddenly affected by sun glare during an approach in gusty wind conditions and the aircraft overturned when the landing wheels contacted the boundary fence. The aircraft overturned during a take-off when the pilot's vision was obscured by his goggles which slipped down due to misalignment. The pilot landed in calm conditions and the starboard undercarriage collapsed during the landing roll inducing a ground loop, it is possible that the undercarriage was inadequately secured to the aircraft. When lost during a solo navigational training exercise, fuel shortage necessitated a forced landing in an unsuitable field and the aircraft collided	Dest. Subst. Dest. Subst. Dest.	Restored as VH-LMF.
BSG DUA AMN BIQ SNS? 99% RAE GEO BBX? SCI CDE?	DeHav. DeHav. CZL Aero DeHav. DeHav. Auster Ryan DeHav. Cessna DeHav. Cessna DeHav. 82 84 Dragon 82 3 Model F 5TM 82 1808 DHC-1 172 1828 82 850 Twin Bonancias DC-3G202A	23.10.60. 01.11.60. 12.11.60. 12.11.60. 12.11.60. 14.11.60. 17.11.60. 20.11.60. 24.11.60. 24.11.60. 01.12.60. 04.12.60. 10.12.60.	near Toongi adjacent Moorabbin Airport near near Richmond aerodrome near Casino aerodrome near near Eulahdelah near Cervantes near Kalannie near Cracow near Richmond linto the Sea 13 n/m. off Sydney	N/W of Dubbo Moorabbin Burren Junction Clare Richmond Goolwa Casino Broken Hill Newcastle 130 k/m. NNW Perth near 777 Richmond Sydney	VIC NSW VIC NSW QLD QLD SA NSW NSW NSW NSW WA QLD NSW NSW	Ag/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day Trmg/Day (Solo) PVT/Day AWK/Day Trmg/Day (Solo) AWK/Day PVT/Day AWK/Day Trmg/Day (Solo) AWK/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day Trmg/Day (Oual)	The pilot lost control when he was forced to turn in a confined area and in turbulent conditions soon after take-off. The aircraft stalled and strack the ground. The pilot apparently did not see power transmission lines crossing a gully 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 struck the ground, Collagising the undercarriage, during an attempted forced landing after a loss of power due to fuel exhaustion which occurred whilst spraying. The pilot lost control, probably because a safe airspeed was not maintained, in a turn at low level during a demonstration approach and landing with one engine feathered. He then endeavoured to re-start the engine which had been shut down, but the aircraft struck the ground outside the aerodrome boundary. The pilot, who was inexperienced on the aircraft type, lost control during a crosswind landing and the aircraft ground looped, collapsing the undercarriage. Whilst making a turn to the left to position the aircraft for a prayr run, the pilot permitted the aircraft to stall and the right wing dropped, at too low an altitude to permit effective necovery action. The undercarriage collapsed during a landing roll probably because of a weakening of the structure in previous heavy landings which had not been reported. The pilot vision was suddenly affected by sun glare during an approach in gusty wind conditions and the aircraft overturned when the landing wheels contacted the boundary fence. The aircraft overturned during a lake-off when the pilot's vision was obscured by his goggeles which slipped down due to misalignment. The pilot landed in calm conditions and the starboard undercarriage collapsed during the landing roll inducing a ground loop. It is possible that the undercarriage was indepentable several to the aircraft. When lost during a solo anvigational training exercise, fuel shortage necessitated a forced landing in an unsuitable field and the aircraft collided	Dest. Subst. Dest. Subst. Dest. Subst. Dest.	Restored as VH-LMF.	
BSG DUA AMN BIQ SNS? 99% RAE GEO BBX? SCI	DeHav. DeHav. CZL Aero DeHav. DeHav. Auster Ryan DeHav. Cessna DeHav. Cessna DeHav. Beech	82 84 Dragon 82 3 Model F STM 82 1808 DHC-1 172 1828 82	23.10.60. 01.11.60. 12.11.60. 12.11.60. 12.11.60. 14.11.60. 17.11.60. 20.11.60. 24.11.60. 24.11.60. 01.12.60. 04.12.60.	near Toongi adjacent Moorabbin Airport near near near Richmond aerodrome near Casino aerodrome near near Bulahdelah near Cervantes near Kalannie near Cracow near Richmond	N/W of Dubbo Moorabbin Burren Junction Clare Richmond Goolwa Casino Broken Hill Newcastle 130 k/m. NNW Perth nr. Bencubbin near ??? Richmond	VIC NSW VIC NSW QLD QLD SA NSW NSW WA WA QLD NSW	Ag/Day Ag/Day Ag/Day PVT/Day Ag/Day Trng/Day (Solo) PVT/Day PVT/Day AwK/Day Trng/Day AwK/Day AwK/Day PVT/Day Arg/Day Arg/Day Arg/Day Arg/Day Arg/Day PVT/Day Arg/Day PVT/Day Arg/Day PVT/Day Arg/Day	The pilot lost 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. The pilot apparently did not see power transmission lines crossing a gully 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 aircraft struck the ground, collapsing the undercarrage, during an attempted forced landing after a loss of power due to fuel exhaustion which occurred whilst spraying. The pilot fost control, probably because a safe airspeed was not maintained, in a turn at low level during a demonstration approach and landing with one engine feathered. He then endeavoured to re-start the engine which had been shut down, but the aircraft struck the ground outside the aerodrome boundary. The pilot, who was inexperienced on the aircraft type, lost control during a crosswind landing and the aircraft ground looped, collapsing the undercarriage. Whilst making a turn to the left to position the aircraft for a spray run, the pilot permitted the aircraft to stall and the right wing dropped, at too low an altitude to permit effective recovery action. The undercarriage collapsed during a landing roll probably because of a weakening of the structure in previous heavy landings which had not been reported. The pilot vision was suddenly affected by sun glare during an approach in gusty wind conditions and the aircraft when the landing wheles contacted the boundary fence. The aircraft overturned during a take-off when the pilot's vision was obscured by his goggles which slipped down due to misalignment. The pilot side in calm conditions and the starboard undercarriage collapsed during a solo averagitorial raining exercise, fuel shortage necessitated a forced landing in an unsuitable field and the aircraft collided with the upwind boundary fence. The aircraft overturned when the pilot's wishon was obscured by his goggles which slipped down due to misalignment. The p	Dest. Subst.	Restored as VH-LMF.
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BSG DUA AMN BIQ SNS? 99% RAE GEO RWD BBX? SCI CDE? INI AAG GSC SNI BHJ CDO? BQO	DeHav. DeHav. CZL Aero DeHav. DeHav. Auster Ryan DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Auster Ryan DeHav. Cessna DeHav. Cessna DeHav. Beech Douglas DeHav. Ryan DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav.	82 82 145 84 Dragon 82 3 Model F STM 82 1808 DHC-1 172 1828 82 82 85 BS0 BS0 DC-3G202A 890A Rapide Norseman UC-64A 3 Model F Tass Researce 180 Proctor 3	23.10.60. 01.11.60. 12.11.60. 12.11.60. 12.11.60. 14.11.60. 18.11.60. 20.11.60. 24.11.60. 24.11.60. 01.12.60. 01.12.60. 12.12.60. 25.12.60. 26.12.60. 27.12.60. 31.12.60.	near near Toongi adjacent Moorabbin Airport near near near Richmond aerodrome near Casino aerodrome near unear Bulahdelah near Cervantes near Kalannie near Cracow near Richmond linto the Sea 13 n/m. off Sydney Banyan airstrip near Kuli airstrip Cairns airport Cockatoo kland near Sunbury near	N/W of Dubbo Moorabbin Burren Junction Clare Richmond Goolwa Casino Broken Hill Newcastle 130 k/m. NNW Perth nr. Bencubbin near ??? Richmond Sydney near ??? Cairns pear Carry Sunbury Elizabeth	VIC NSW VIC NSW QLD QLD QLD SA NSW NSW WA QLD NSW WA QLD NSW VIC SA	Ag/Day Ag/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day Trng/Day (Solo) PVT/Day PVT/Day PVT/Day ArwK/Day Trng/Day (Solo) ArwK/Day Trng/Day (Solo) ArwK/Day Trng/Day (Solo) ArwK/Day Trng/Day (Solo) ArwK/Day Trng/Day (Solo) ArwK/Day PVT/Day Trng/Day (Chay Trng/Day (Dual) Trng/Day (Dual) Trng/Day (Dual) Trng/Day (Dual) PVT/Day	The pilot lost 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. The pilot apparently did not see power transmission lines crossing a gully 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 sorts ke ground, collapsing the undercarriage, during an attempted forced landing after a loss of power due to fuel exhaustion which occurred whist spraying. The pilot sort control, probably because a safe airspeed was not maintained, in a turn at low level during a demonstration approach and landing with one engine feathered. He then endeavoured to re-start the engine which had been shut down, but the aircraft struck the ground outside the aerodrome boundary. The pilot, who was inexperienced on the aircraft type, lost control during a crosswind landing and the aircraft ground looped, collapsing the undercarriage. Whilst making a turn to the left to position the aircraft for a spray run, the pilot permitted the aircraft to stall and the right wing dropped, at too low an altitude to permit effective recovery action. The undercarriage collapsed during a landing roll probably because of a weakening of the structure in previous heavy landings which had not been reported. The pilots vision was suddenly affected by sun glare during an approach in gusty wind conditions and the aircraft overturned when the landing wheels contacted the boundary fence. The aircraft overturned during a take-off when the pilot's vision was obscured by his goggles which slipped down due to misalignment. The pilot landed in calm conditions and the starboard undercarriage collapsed during the landing roll inducing a ground loop, it is possible that the undercarriage was inadequately secured to the aircraft. When lost during a solo awegational training secreise, be shorting energianed by segment of the aircraft to the work of the work of the aircraft to return t	Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Dest.	Restored as VH-LMF.
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BSG DUA AMN BIQ SNS? 99% RAE GEO RWD BBX? SCI CDE? INII AAG GSC SNII BHJ CDO? BQO	DeHav. DeHav. CZL Aero DeHav. DeHav. Auster Ryan DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Douglas DeHav. Auster Scottish Cessna Percival	82 82 145 84 Dragon 82 3 Model F STM 82 1808 DHC-1 172 1828 82 850 Twen Bonanca DC-3G202A 89A Rapide Norseman UC-64A 3 Model F Tests Browner 180 Proctor 3	23.10.60. 01.11.60. 12.11.60. 12.11.60. 12.11.60. 14.11.60. 17.11.60. 18.11.60. 20.11.60. 24.11.60. 24.11.60. 04.12.60. 10.12.60. 12.12.60. 12.12.60. 24.12.60. 24.12.60. 25.12.60. 26.12.60. 26.12.60. 27.12.60. 28.12.60. 31.12.60. 01.01.61.	near Toongi adjacent Moorabbin Airport near near near Richmond aerodrome near Casino aerodrome near near Eulahdelah near Cervantes near Kalannie near Cracow near Richmond Into the Sea 13 n/m. off Sydney Banyan airstrip near Kuli airstrip Cairns airport Cockatoo taland near Sunbury near Winchester	N/W of Dubbo Moorabbin Burren Junction Clare Richmond Goolwa Casino Broken Hill Newcastle 130 k/m. NNW Perth nr. Bencubbin near ??? Richmond Sydney near ??? Cairns rear Derby Sunbury Elizabeth near Moranbah	VIC NSW VIC NSW QLD QLD SA NSW NSW NSW NSW NSW AT PNG QLD VIC SA QLD NSW OLD OLD OLD OLD OLD OLD OLD OL	Ag/Day Ag/Day Ag/Day PVT/Day Ag/Day Trmg/Day (Solo) PVT/Day AWK/Day PVT/Day AWK/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day Trmg/Day (Solo) AWK/Day PVT/Day Ag/Day PVT/Day Trmg/Day (Dual) CHTR/Day Trmg/Day (Dual) CHTR/Day Trmg/Day (Dual) PVT/Day Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day	The plot lost 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. The plot apparently did not see power transmission lines crossing a gully 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 struck the ground, collapsing the undercraftage, during an attempted forced landing after a loss of power due to fuel exhaustion which occurred whilst spraying. The pilot lost control, probably because a safe airspeed was not maintained, in a turn at low level during a demonstration approach and landing with one engine feathered. He then endeavoured to re-start the engine which had been shut down, but the aircraft struck the ground outside the aerodrome boundary. The pilot, who was inexperienced on the aircraft type, lost control during a crosswind landing and the aircraft ground looped, collapsing the undercarriage. Whilst making a turn to the left to position the aircraft for a spray run, the pilot permitted the aircraft to stall and the right wing dropped, at too low an altitude to permit effective recovery action. The undercarriage collapsed during a landing roll probably because of a weakening of the structure in previous heavy landings which had not been reported. The pilots vision was suddenly affected by sun glare during an approach in gusty wind conditions and the aircraft overturned when the landing wheeks contacted the boundary fence. The aircraft overturned during a take-off when the pilot's vision was obscured by his goggles which slipped down due to misalignment. The pilot landed in calm conditions and the starboard undercarriage collapsed during the landing roll inducing a ground loop. It is possible that the undercrariage was independantly secure to the aircraft. When lost during a solon oxigational training exercise, fuel shortage necessitated a forced landing roll and insulation, the pilot lost height in a ste	Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Dest. Subst.	Restored as VH-LMF.

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	Subst.	
0.1.7.								be determined.		
	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 in a turn and induced a severe ground loop.	Subst.	
	Piper	PA-18	17.01.61.	near	Albury	NSW	Ag/Day	immediately after take-off the undercarriage of the aircraft struck a tree stump covered by mown grass. In the subsequent landing the aircraft	Subst.	
TTU	Cessna	180	21.01.61.	near	Tumut	NSW	Ag/Day	ground-looped causing further damage. The aircraft stalled and struck the ground when the pilot attempted to turn to maintain terrain clearance in a blind valley.	Dest.	Pilot: William E. Gill.
BPL	DeHav.	82	28.01.61.	near	Gunbower	VIC	Ag/Day	The aircraft collided with a power line and crashed to the ground inverted. The pilot had not detected the power line in a previous inspection	Subst.	
	DeHav.	82	28.01.61.	Port Lincoln (aerodrome?)	Port Lincoln	SA	PVT/Day	run. During a 'crazy flying' act the pilot allowed the aircraft to strike the ground too heavily. The starboard undercarriage failed, inducing a ground	Subst.	
	Denov.	02		Torcement (acroaronic.)		J/1	, 50,	loop and the aircraft came to rest on its nose.	Subst.	
SSD/2	DeHav.	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 attitude.	Subst.	
SCE	DeHav.	82	31.01.61.	near	Ingham	QLD	Ag/Day	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.	
BWR?	Cessna	172	03.02.61.	Hill End	near Orange	NSW	PVT/Day	the power line, however, and crashed to the ground. The pilot lost directional control whilst landing in cross-wind conditions and the aircraft ran off the strip and collided with a stump.	Subst.	
BJB	Avro	Cadet	04.02.61.	Launching Place	near Warburton	VIC	Ag/Day	The aircraft collided with a tree during a cross-wind commission and the since are supported with a state of the process. The aircraft collided with a tree during a cross-wind commission and the since are supported with a state of the process of the aircraft collided with a tree during a commission and the since are supported by the aircraft collided with a tree during a commission and the since are supported by the since	Subst.	
RV?	DeHav.	DHC-1	05.02.61.	Moorabbin aerodrome	Moorabbin	VIC	PVT/Day	landing was necessitated by loss of engine power arising from an ignition fault. During a forced landing competition, the pilot and safety pilot failed to apply engine power in time to prevent the tail surfaces striking the	Subst.	
KV!	Denav.	DHC-1	05.02.61.	MOOF ADDIT A REPORT OF THE	WOOTADDIII	VIC	PVI/Day	ourning a rorceu ranning competition, the prior and safety prior raned to apply engine power in time to prevent the ran 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 inadequate conversion training the aircraft lost height in the turn collided with trees and fell into a storm water channel.	Subst.	
BYS	Auster	J/5B	08.02.61.	Mount Sanford	on V.R.D.?	NT	PVT/Day	inadequate conversion training in an unit oss neight in the turn clonices with release and activities activities and activities activities and activities activities and activities activities and activities activities and activities activities activities and activities activities activities activities activities and activities activities activities activities activities and activities	Dest.	
								he stalled the aircraft which crashed and overturned.		
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	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 brake system, and the aircraft ran off the strip and collided with a bush.	Subst.	
RFK?	Cessna	182?*	17.02.61.	near Braidwood	near Canberra	NSW	Ag/Day*	Contrary to instructions the pilot failed to carry out a ground inspection of a newly prepared agricultural strip. When landing, the starboard	Subst.	
							1	wheel struck a large , partly buried rock partially shearing the undercarriage leg. The aircraft subsequently ran off the strip and struck several large boulders.	1	
GLH	DeHav.	82	19.02.61.	near Kempton	near Hobart	TAS	Ag/Day	A pilot, inexperienced in agricultural operations, allowed the aircraft to stall when attempting to turn away from rising terrain, and it struck	Subst.	
MGD?	Cessna	180	21.02.61.	Withiwine **	**Unknown location	QLD	CHTR/Day	the ground before recovery could be effected. Taking off from a strip of marginal length on which the aircraft accelerated slowly because of a propeller fault, the pilot failed to discontinue	Subst.	
								the take-off until a stage where he was forced to ground loop the aircraft. It struck a fence and overturned.		
ID?	DeHav.	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 aircraft overturned.	Subst.	
	Grunau	IV	26.02.61.	Stonefield	North-west of Elizabeth	SA	PVT/Day	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.	
UZH	Vega	Glider Gull	26.02.61.	Yericion (sic)	actual Yerecoin (G.G.)	WA	PVT/Day	aircraft landed heavily. The pilot lost control during landing and the port undercarriage collapsed.	Subst.	
MIS?	Piper	PA-25	05.03.61.	near	Leongatha	VIC	Ag/Day	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.	
PAU	Piaggio	P-166	08.03.61	between Popendetta	and Port Moresby	PNG	DOT	carried. LWT between Popendetta and Port Moresby. Found 1st October 1970	Doct	Pilot: Geoffrey WALLACE
MFA	Piper	PA-20	09.03.61.	Mount House Station	East of Derby	WA	N/K.	CWT deciment reproducts and reactivities	Dest.	Filot. Geomey WALLACE
PCK	DeHav.	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.	
BFR	Stinson	L5	12.03.61.	Flinders Island (aerodrome?)		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.	
								regained a baulked landing was executed and the aircraft flown to another aerodrome where further damage was sustained in the subsequent landing.		
41.00										
AVE	Cessna	170(B)?	13.03.61.	Taroom	N/W of Chinchilla	QLD	AWK/Day	During a take-off from a field of inadequate length, a temporary restriction in the throttle linkage was experienced and the undercarriage was	Subst.	
					· ·			damaged in collision with the upwind fence. Further damage occurred in the subsequent landing.		
BUB	Cessna DeHav.	170(B)? 82	13.03.61. 16.03.61.	Taroom Yarloop	N/W of Chinchilla North of Bunbury	QLD WA	AWK/Day Ag/Day		Subst.	
BUB	DeHav.	82	16.03.61. 18.03.61.	Yarloop near	North of Bunbury Barcaldine	WA QLD	Ag/Day Ag/Day	damaged in collision with the upwind fence. 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 a landing on a hillidie 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.	
BUB	DeHav.	82	16.03.61.	Yarloop	North of Bunbury	WA	Ag/Day	damaged in collision with the upwind fence. 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 a landing on a hillside but the aircraft collided with trees.	Subst.	Also reported as "near Narromine"
BUB	DeHav.	82	16.03.61. 18.03.61.	Yarloop near	North of Bunbury Barcaldine	WA QLD	Ag/Day Ag/Day	damaged in collision with the upwind fence. 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 a landing on a hillside 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. 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. A pilot inseperienced in agricultural operations was attempting to spray close to trees. For reasons which have not been determined the	Subst.	Also reported as "near Narromine"
BUB BJK FAC KLA	DeHav. DeHav. Cessna	82 82 150	16.03.61. 18.03.61. 20.03.61. 21.03.61.	Yarloop near near Wandoon	North of Bunbury Barcaldine Wellington near Taroom	WA QLD NSW QLD	Ag/Day Ag/Day PVT/Day Ag/Day	damaged in collision with the upwind fence. 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 a landing on a hillside 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. 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. A pilot inexperienced in agricultural operations was attempting to spray close to trees. For reasons which have not been determined the aircraft struck the ground at a steep angle and was burnt out.	Subst. Subst. Subst. Dest.	
BUB BJK FAC KLA CEA	DeHav. DeHav. Cessna DeHav. CAC	82 82 150 82 CA-28	16.03.61. 18.03.61. 20.03.61. 21.03.61. 22.03.61.	Yarloop near near Wandoon near Seymour	North of Bunbury Barcaldine Wellington near Taroom Seymour	WA QLD NSW QLD VIC	Ag/Day Ag/Day PVT/Day Ag/Day Ag/Day	damaged in collision with the upwind fence. 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 a landing on a hillside 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. 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. A pilot inseparenced in agricultural operations was attempting to spray close to trees. For reasons which have not been determined the 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 cartwheeled. The cause of the accident could not be determined.	Subst. Subst. Subst. Dest. Subst.	Rebuilt as VH-CEX
BUB BJK FAC KLA	DeHav. DeHav. Cessna DeHav.	82 82 150	16.03.61. 18.03.61. 20.03.61. 21.03.61.	Yarloop near near Wandoon	North of Bunbury Barcaldine Wellington near Taroom	WA QLD NSW QLD	Ag/Day Ag/Day PVT/Day Ag/Day	damaged in collision with the upwind fence. Further damage occurred in the subsequent landing. The pilot attempted to fiv 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. The pilot tox control of the aircraft on encountering turbulent conditions shortly after take-off and it collided with trees. 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. A pilot inseperence of in agricultural operations was attempting to spray close to trees. For reasons which have not been determined the aircraft struck the ground at a steep angle and was burnt out. Shortly after beening airborne the aircraft began to bank and turn to the left until the port wingtip contacted the ground and the aircraft cartwheeled. The cause of the accident could not be determined. Following a complete loss of starboard engine power probably initiated by the failure of a piston, the pilot was unable to maintain height,	Subst. Subst. Subst. Dest.	
BUB BJK FAC KLA CEA	DeHav. DeHav. Cessna DeHav. CAC	82 150 82 CA-28	16.03.61. 18.03.61. 20.03.61. 21.03.61. 22.03.61.	Yarloop near near Wandoon near Seymour	North of Bunbury Barcaldine Wellington near Taroom Seymour	WA QLD NSW QLD VIC	Ag/Day Ag/Day PVT/Day Ag/Day Ag/Day	damaged in collision with the upwind fence. 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 a landing on a hillside 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. 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. A pilot inexperienced in agricultural operations was attempting to spray close to trees. For reasons which have not been determined the 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 cartwheeled. The cause of the accident could not be determined. 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. Ouring take-off with an almost engry fuel tank probably selected, engine power failed and the aircraft collided with a boundary fence and	Subst. Subst. Subst. Dest. Subst.	Rebuilt as VH-CEX
BUB BJK FAC KLA CEA BIX	DeHav. Cessna DeHav. CAC Avro	82 82 150 82 CA-28 Anson XIX Srs.2 PA-22	16.03.61. 18.03.61. 20.03.61. 21.03.61. 22.03.61. 22.03.61.	Yarloop near near Wandoon near Seymour near Lancelin Nebo	North of Bunbury Barcaldine Wellington near Taroom Seymour Lancelin South-west of Mackay	WA QLD NSW QLD VIC WA QLD	Ag/Day Ag/Day PVT/Day Ag/Day Ag/Day CHTR/Day	damaged in collision with the upwind fence. 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 a landing on a hillside 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. 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. A pilot inexperienced in agricultural operations was attempting to spray close to trees. For reasons which have not been determined the aircraft struck the ground at a steep angle and was burnt out. Sortly after becoming airborne the aircraft began to bank and turn to the left until the port wingtip contacted the ground and the aircraft cartwheeled. The cause of the accident could not be determined. 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 fedloded with a limestone outcrop. During take-off with an almost empty fuel tank probably selected, engine power failed and the aircraft collided with a boundary fence and overturned.	Subst. Subst. Dest. Subst. Subst. Subst. Subst.	Rebuilt as VH-CEX
BUB BJK FAC KLA CEA	DeHav. Cessna DeHav. CAC Avro	82 150 82 CA-28 Anson XIX Srs.2	16.03.61. 18.03.61. 20.03.61. 21.03.61. 22.03.61.	Yarloop near near Wandoon near Seymour near Lancelin	North of Bunbury Barcaldine Wellington near Taroom Seymour Lancelin	WA QLD NSW QLD VIC WA	Ag/Day Ag/Day PVT/Day Ag/Day Ag/Day CHTR/Day	damaged in collision with the upwind fence. 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 a landing on a hillside 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. 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. A pilot inexperienced in agricultural operations was attempting to spray close to trees. For reasons which have not been determined the 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 cartwheeled. The cause of the accident could not be determined. 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 limistone outcrop. During take-off with an almost empty fuel tank probably selected, engine power failed and the aircraft collided with a bimost empty fuel and proverse and overturned. The pilot lost directional control during a cross-wind landing and the aircraft ground looped, collapsing the undercarriage became	Subst. Subst. Subst. Dest. Subst. Subst.	Rebuilt as VH-CEX
BUB BJK FAC KLA CEA BIX	DeHav. DeHav. Cessna DeHav. CAC Avro Piper Cessna DeHav.	82 82 150 82 CA-28 Anson XIX 5rs.2 PA-22	16.03.61. 18.03.61. 20.03.61. 21.03.61. 22.03.61. 22.03.61. 22.03.61. 24.03.61.	Yarloop near near Wandoon near Seymour near Lancelin Nebo near Big Dog Island	North of Bunbury Barcaldine Wellington near Taroom Seymour Lancelin South-west of Mackay Yea near ???	WA QLD NSW QLD VIC WA QLD VIC	Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ar/Day Ar/Day Ar/Day Ar/Day Ar/Day Ar/Day	damaged in collision with the upwind fence. 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 a landing on a hillside 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. 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. A pilot inseparenced in agricultural operations was attempting to spray close to trees. For reasons which have not been determined the 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 cartwheeled. The cause of the accident could not be determined. 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. Jouring take-off with an almost empty fuel tank probably selected , engine power failed and the aircraft collided with a boundary fence and overturned. Whilst taking off from a strip of inadequate width the pilot allowed the aircraft to drift over low scrub in which the undercarriage became entangled and the aircraft stord in the outcarriage became entangled and the aircraft to drift over low scrub in which the undercarriage became entangled and the aircraft to drift over low scrub in which the undercarriage became	Subst. Subst. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	Rebuilt as VH-CEX
BUB BJK FAC KLA CEA BIX	DeHav. DeHav. Cessna DeHav. CAC Avro Piper Cessna DeHav. Cessna DeHav.	82 82 150 82 CA-28 Anson XIX 5rs.2 PA-22 180 82	16.03.61. 18.03.61. 20.03.61. 21.03.61. 22.03.61. 22.03.61. 22.03.61. 24.03.61. 27.03.61. 27.03.61.	Yarloop near near near Wandoon near Seymour near Lancelin Nebo near Big Dog Island Oberon Clifton	North of Bunbury Barcaldine Wellington near Taroom Seymour Lancelin South-west of Mackay Yea near ??? South-east of Bathurst South of Ipswitch	WA QLD NSW QLD VIC WA QLD VIC TAS NSW QLD	Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day	damaged in collision with the upwind fence. 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 a landing on a hillside but the aircraft on encountering turbulent conditions shortly after take-off and it collided with trees. The pilot lost control of the aircraft on encountering turbulent conditions shortly after take-off and it collided with trees. 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. A pilot inexperienced in agricultural operations was attempting to spray close to trees. For reasons which have not been determined the aircraft struck the ground at a steep angle and was burnt out. Sortly after becoming airborne the aircraft began to bank and turn to the left until the port wingtip contacted the ground and the aircraft cartwheeled. The cause of the accident could not be determined. 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 folled with a immonster outcrop. During take-off with an almost empty fuel tank probably selected, engine power failed and the aircraft collided with a boundary fence and overturned. The pilot territoria control during a cross-wind landing and the aircraft to diffit over low scrub in which the undercarriage became entangled and the aircraft storal frosed over. The pilot maintained a tail-high attitude after landing with a strong tail-wind and the aircraft to never the undercarriage became entangled and the aircraft to maintain enterant stood on its nose.	Subst. Subst. Subst. Subst. Dest. Subst.	Rebuilt as VH-CEX
BUB BJK FAC KLA CEA BIX	DeHav. DeHav. Cessna DeHav. CAC Avro Piper Cessna DeHav. Cessna	82 82 150 82 CA-28 Anson XIX 5rs 2 PA-22 180 82	16.03.61. 18.03.61. 20.03.61. 21.03.61. 22.03.61. 22.03.61. 22.03.61. 24.03.61. 27.03.61.	Varloop near near Wandoon near Seymour near Lancelin Nebo near Big Dog Island Oberon	North of Bunbury Barcaldine Wellington near Taroom Seymour Lancelin South-west of Mackay Yea near ??? South-east of Bathurst	WA QLD NSW QLD VIC WA QLD VIC TAS	Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day CHTR/Day PVT/Day Ag/Day PVT/Day Ag/Day	damaged in collision with the upwind fence. Further damage occurred in the subsequent landing. In pilot attempted to fiy 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. The pilot lost control of 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. 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. A pilot inexperienced in agricultural operations was attempting to spray close to trees. For reasons which have not been determined the 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 cart-wheeled. The cause of the accident could not be determined. Following a complete loss of starboard engine power probably intilated 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 outcop. During take-off with an aimost empty fuel tank probably selected, engine power failed and the aircraft collided with a boundary fence and overturned. The pilot tost 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 entangled and the aircraft stood on its nose.	Subst. Subst. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	Rebuilt as VH-CEX
BUB BJK FAC KLA CEA BIX	DeHav. DeHav. Cessna DeHav. CAC Avro Piper Cessna DeHav. Cessna DeHav.	82 82 150 82 CA-28 Anson XIX 5rs.2 PA-22 180 82	16.03.61. 18.03.61. 20.03.61. 21.03.61. 22.03.61. 22.03.61. 22.03.61. 24.03.61. 27.03.61. 27.03.61.	Yarloop near near near Wandoon near Seymour near Lancelin Nebo near Big Dog Island Oberon Clifton	North of Bunbury Barcaldine Wellington near Taroom Seymour Lancelin South-west of Mackay Yea near ??? South-east of Bathurst South of Ipswitch	WA QLD NSW QLD VIC WA QLD VIC TAS NSW QLD	Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day	damaged in collision with the upwind fence. Further damage occurred in the subsequent landing. In pilot attempted to fiy 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 on encountering turbulent conditions shortly after take-off and it collided with trees. The pilot lost control of the aircraft on encountering turbulent conditions shortly after take-off and it collided with trees. The pilot lost control of the aircraft on encountering turbulent conditions shortly after take-off and it collided with trees. A pilot inexperienced in agricultural operations was attempting to spray close to trees. For reasons which have not been determined the aircraft struck the ground at a steep angle and was burnt out. Shortly after becoming airborne the aircraft tegal no bank and turn to the left until the port wingtip contacted the ground and the aircraft cart-wheeled. The cause of the accident could not be determined. Following a complete loss of starband 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. During take-off with an almost empty fuel tank probably selected, engine power failed and the aircraft collided with a boundary fence and overturned. The pilot tost directional control during a cross-wind landing and the aircraft ground looped, collapsing the undercarriage became entangled and the aircraft stood on its nose. The pilot tost directional control during are conserved in the aircraft to dird over low scrub in which the undercarriage became entangled and the aircraft stood on its nose. The pilot attempted to take -off from a minimum length field which was also wet, and the aircraft to stall and it dived to the tother tother tother than a power than a closed over.	Subst. Subst. Subst. Subst. Dest. Subst.	Rebuilt as VH-CEX
BUB BJK FAC KLA CEA BIX PRX? MGD?	DeHav. DeHav. Cessna DeHav. CAC Avro Piper Cessna DeHav. Cessna DeHav. Ryan	82 82 150 82 CA-28 Anson XIX Srs. 2 PA-22 180 82 82 82 STM-2	16.03.61. 18.03.61. 20.03.61. 21.03.61. 22.03.61. 22.03.61. 22.03.61. 24.03.61. 27.03.61. 28.03.61. 30.03.61.	Varloop near near Wandoon near Seymour near Lancelin Nebo near Big Dog Island Oberon Clifton Nymagee near Taree	North of Bunbury Barcaldine Wellington near Taroom Seymour Lancelin South-west of Mackay Yea near ??? South-east of Bathurst South of Ipswitch West of Trangie	WA QLD NSW QLD VIC WA QLD VIC TAS NSW QLD NSW NSW	Ag/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day	damaged in collision with the upwind fence. 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 a landing on a hillside 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. 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. A pilot inexperienced in agricultural operations was attempting to spray close to trees. For reasons which have not been determined the aircraft struck the ground at a steep angle and was burnt out. Sortly after becoming airborne the aircraft began to bank and turn to the left until the port wingtip contacted the ground and the aircraft cartwheeled. The cause of the accident could not be determined. 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. During take-off with an almost empty fuel tank probably selected, engine power failed and the aircraft collided with a boundary fence and overturned. The pilot lost directional control during a cross-wind landing and the aircraft ground looped, collapsing the undercarriage became entangled and the aircraft stood on its nose. The pilot tost directional control during a cross-wind landing with a strong tail-wind and the aircraft collided with the undercarriage became entangled and the aircraft stood on its nose. The pilot attempted to take-off from a minimum length field which was also wet, and the aircraft to stall and it dived to the ground. During a forced landing following the disconnection of the throttle linkage, the pilot allowed the aircraft to stall and it dived to the ground.	Subst. Subst. Subst. Dest. Subst.	Rebuilt as VH-CEX
BUB BJK FAC KLA CEA BIX PRX? MGD? WEB	DeHav. DeHav. Cessna DeHav. CAC Avro Piper Cessna DeHav. Cessna DeHav. Ryan Douglas	82 82 150 82 CA-28 Anson XIX Srs 2 PA-22 180 82 82 STM-2 DC-3C	16.03.61 18.03.61 20.03.61 21.03.61 22.03.61 22.03.61 22.03.61 24.03.61 27.03.61 27.03.61 28.03.61 00.04.61	Varloop near near wandoon near Seymour near Lancelin Nebo near Big Dog Island Oberon Clifton Nymagee near Taree Berelina	North of Bunbury Barcaldine Wellington near Taroom Seymour Lancelin South-west of Mackay Yea near ??? South-east of Bathurst South of Ipswitch West of Trangie Taree	WA QLD NSW QLD VIC WA QLD VIC TAS NSW QLD NSW QLD NSW PNG	Ag/Day Ag/Day PVT/Day Ag/Day Ag/Day Ag/Day CHTR/Day PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ar/Day Ar/Day Ar/Day Ar/Day Ar/Day CHTR/Day	damaged in collision with the upwind fence. Further damage occurred in the subsequent landing. The pilot attempted to fiy 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 on encountering turbulent conditions shortly after take-off and it collided with trees. The pilot lost control of the aircraft on encountering turbulent conditions shortly after take-off and it collided with trees. 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. A pilot inexperienced in agricultural operations was attempting to spray close to trees. For reasons which have not been determined the 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 cartwheeled. The cause of the accident could not be determined. 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. During take-off with an almost empty fuel tank probably selected, engine power failed and the aircraft collided with a boundary fence and overturned. 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 to evel tow scrub in which the undercarriage became entangled and the aircraft stood on its nose. In pilot attempted to take off from a minimum length field which was also wet, and the aircraft to stall and it dived to the ground. During a forced landing following a loss of engine power of undetermined origin, the pilot allowed the aircraft to stall and it dive	Subst. Subst. Subst. Dest. Subst.	Rebuilt as VH-CEX
BUB BJK FAC KLA CEA BIX PRX? MGD?	DeHav. DeHav. Cessna DeHav. CAC Avro Piper Cessna DeHav. Cessna DeHav. Ryan	82 82 150 82 CA-28 Anson XIX Srs. 2 PA-22 180 82 82 82 STM-2	16.03.61. 18.03.61. 20.03.61. 21.03.61. 22.03.61. 22.03.61. 22.03.61. 24.03.61. 27.03.61. 28.03.61. 30.03.61.	Varloop near near Wandoon near Seymour near Lancelin Nebo near Big Dog Island Oberon Clifton Nymagee near Taree	North of Bunbury Barcaldine Wellington near Taroom Seymour Lancelin South-west of Mackay Yea near ??? South-east of Bathurst South of Ipswitch West of Trangie	WA QLD NSW QLD VIC WA QLD VIC TAS NSW QLD NSW NSW	Ag/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day	damaged in collision with the upwind fence. Further damage occurred in the subsequent landing. In pilot attempted to fiv 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. The pilot tox control of the aircraft collided with trees. The pilot tox control of the aircraft on encountering turbulent conditions shortly after take-off and it collided with trees. Following a low level inspection run of a one-way strip in the normal direction of landing, the aircraft stailed and struck trees during the pilots attempt to outclimb rising terrain. A pilot inexperienced in agricultural operations was attempting to spray close to trees. For reasons which have not been determined the aircraft struck the ground at a steep angle and was burnt out. Shortly after beening airborne the aircraft began to bank and turn to the left until the port wingtip contacted the ground and the aircraft car-twheeled. The cause of the accident could not be determined. 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. Ouring take-off with an almost empty fuel tank probably selected, engine power failed and the aircraft collided with a boundary fence and overturned. The pilot ost directional control during a cross-wind landing and the aircraft to drift over low scrub in which the undercarriage became entangled and the aircraft stury of inadequate width the pilot allowed the aircraft to drift over low scrub in which the undercarriage became entangled and the aircraft stury of inadequate width the pilot allowed the aircraft to drift over low scrub in which the undercarriage became entangled and the aircraft stury of inadequate width the pilot allowed the aircraft to stall and it dived to the ground. During a natempted forced landing following the	Subst. Subst. Subst. Dest. Subst.	Rebuilt as VH-CEX
BUB BJK FAC KLA CEA BIX PRX? MGD? WEB	DeHav. DeHav. Cessna DeHav. CAC Avro Piper Cessna DeHav. Cessna DeHav. Ryan Douglas	82 82 150 82 CA-28 Anson XIX Srs 2 PA-22 180 82 82 STM-2 DC-3C	16.03.61 18.03.61 20.03.61 21.03.61 22.03.61 22.03.61 22.03.61 24.03.61 27.03.61 27.03.61 28.03.61 00.04.61	Varloop near near wandoon near Seymour near Lancelin Nebo near Big Dog Island Oberon Clifton Nymagee near Taree Berelina	North of Bunbury Barcaldine Wellington near Taroom Seymour Lancelin South-west of Mackay Yea near ??? South-east of Bathurst South of Ipswitch West of Trangie Taree	WA QLD NSW QLD VIC WA QLD VIC TAS NSW QLD NSW QLD NSW PNG	Ag/Day Ag/Day PVT/Day Ag/Day Ag/Day Ag/Day CHTR/Day PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ar/Day Ar/Day Ar/Day Ar/Day Ar/Day CHTR/Day	damaged in collision with the upwind fence. Further damage occurred in the subsequent landing. In pilot attempted to fit your high 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. The pilot tox control of the aircraft collided with trees. The pilot tox control of the aircraft on encountering turbulent conditions shortly after take-off and it collided with trees. 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. A pilot inseprence in agricultural operations was attempting to spray close to trees. For reasons which have not been determined the aircraft struck the ground at a steep angle and was burnt out. Shortly after beening airborne the aircraft began board and turn to the left until the port wingtip contacted the ground and the aircraft cart-wheeled. The cause of the accident could not be determined. 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. During take-off with an almost engine power probably be selected, engine power failed and the aircraft collided with a boundary fence and overturned. The pilot ost directional control during a cross-wind landing and the aircraft ground looped, collapsing the undercarriage became entangled and the aircraft stoll deal with the pilot allowed the aircraft to drift over low scrub in which the undercarriage became entangled and the aircraft stoll and the aircraft to drift over low scrub in which the undercarriage became entangled and the aircraft stoll and the aircraft to stall and it dived to the ground. During a nattempted forced landing following the disconnection of the throttle linkage, the pilot allowed the aircraft to stall and it dive	Subst. Subst. Subst. Dest. Subst.	Rebuilt as VH-CEX
BUB BJK FAC KLA CEA BIX PRX? MGD? WEB	DeHav. DeHav. Cessna DeHav. CAC Avro Piper Cessna DeHav. Cessna DeHav. PeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav.	82 82 150 82 CA-28 Anson XIX Sri .2 PA-22 180 82 82 5TM-2 DC-3C	16.03.61 18.03.61 20.03.61 21.03.61 22.03.61 22.03.61 24.03.61 27.03.61 27.03.61 28.03.61 06.04.61 10.04.61	Varloop near near Wandoon near Seymour near Lancelin Nebo near Big Dog Island Oberon Clifton Nymagee near Taree Berelina Lake Macquarie	North of Bunbury Barcaldine Wellington near Taroom Seymour Lancelin South-west of Mackay Yea near ??? South-east of Bathurst South of Jpswitch West of Trangle Taree	WA QLD NSW QLD VIC WA QLD VIC TAS NSW QLD NSW NSW	Ag/Day Ag/Day PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day Tmg/Day Tmg/Day	damaged in collision with the upwind fence. Further damage occurred in the subsequent landing. The pilot attempted to fiy 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 on encountering turbulent conditions shortly after take-off and it collided with trees. The pilot lost control of the aircraft on encountering turbulent conditions shortly after take-off and it collided with trees. The pilot lost control of the aircraft on encountering turbulent conditions shortly after take-off and it collided with trees. A pilot inexperienced in agricultural operations was attempting to spray close to trees. For reasons which have not been determined the aircraft struck the ground at a steep angle and was burnt out. Shortly after beening airborne the aircraft began to bank and turn to the left until the port wingtip contacted the ground and the aircraft cart-wheeled. The cause of the accident could not be determined. 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. During take-off with an almost empty fuel tank probably selected, engine power failed and the aircraft collided with a boundary fence and overturned. 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 to very low scrub in which the undercarriage became entangled and the aircraft stood on its nose. The pilot attempted to take -off from a minimum length field which was also wet, and the aircraft to stall and it dived to the ground. During a forced landing following a loss of engine power of undetermined origin, the pilot allowed the aircraft to stall and it dived to the ground. On becoming aware of smoke issuing fr	Subst. Subst. Subst. Dest. Subst.	Rebuilt as VH-CEX
BUB BJK FAC KLA CEA BJX PRX? MGD? WEB PAT RSR	DeHav. DeHav. Cessna DeHav. CAC Avro Piper Cessna DeHav. DeHav. DeHav. DeHav. Cessna DeHav. Cessna	82 82 150 82 CA-28 Anson XIX 5rs.2 PA-22 180 82 180 82 5TM-2 DC-3C DHC-1 310	16.03.61. 18.03.61. 20.03.61. 21.03.61. 22.03.61. 22.03.61. 22.03.61. 22.03.61. 27.03.61. 27.03.61. 27.03.61. 06.04.61. 08.04.61.	Varioop near near near Wandoon near Seymour near Lancelin Nebo near Big Dog Island Oberon Clifton Nymagee near Taree Berelina Lake Macquarie Mary Kathleen	North of Bunbury Barcaldine Wellington near Taroom Seymour Lancelin South-west of Mackay Yea near ??? South-east of Bathurst South of Joswitch West of Trangle Taree South of Maitland West of Maitland West of Cloncurry	WA QLD NSW QLD VIC WA QLD VIC TAS NSW QLD NSW NSW NSW PNG NSW QLD	Ag/Day Ag/Day PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day PVT/Day PVT/Day PVT/Day Tmg/Day Solo	damaged in collision with the upwind fence. Further damage occurred in the subsequent landing. In pilot attempted to fit your high 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. The pilot tox control of the aircraft collided with trees. The pilot tox control of the aircraft on encountering turbulent conditions shortly after take-off and it collided with trees. 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. A pilot inseprence in agricultural operations was attempting to spray close to trees. For reasons which have not been determined the aircraft struck the ground at a steep angle and was burnt out. Shortly after beening airborne the aircraft began board and turn to the left until the port wingtip contacted the ground and the aircraft cart-wheeled. The cause of the accident could not be determined. 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. During take-off with an almost engine power probably be selected, engine power failed and the aircraft collided with a boundary fence and overturned. The pilot ost directional control during a cross-wind landing and the aircraft ground looped, collapsing the undercarriage became entangled and the aircraft stoll deal with the pilot allowed the aircraft to drift over low scrub in which the undercarriage became entangled and the aircraft stoll and the aircraft to drift over low scrub in which the undercarriage became entangled and the aircraft stoll and the aircraft to stall and it dived to the ground. During a nattempted forced landing following the disconnection of the throttle linkage, the pilot allowed the aircraft to stall and it dive	Subst. Subst.	Rebuilt as VH-CEX
BUB BJK FAC KLA CEA BIX PRX? MGD? WEB PAT RSR BWP	DeHav. DeHav. Cessna DeHav. CAC Avro Piper Cessna DeHav. Cessna DeHav. DeHav. Ryan Douglas DeHav. Wackett	82 82 150 82 CA-28 Anson XIX 5r-2 PA-22 180 82 82 82 STM-2 DC-3C DHC-1 310 PA-22 CA-6 (K-3)	16.03.61 18.03.61 20.03.61 21.03.61 22.03.61 22.03.61 22.03.61 22.03.61 24.03.61 27.03.61 28.03.61 06.04.61 10.04.61 14.04.61 14.04.61	Varloop near near near Wandoon near Seymour near Lancelin Nebo near Big Dog Island Oberon Clifton Nymagee near Taree Berelina Lake Macquarie Many Kathleen Eudunda Northampton	North of Bunbury Barcaldine Wellington near Taroom Seymour Lancelin South-west of Mackay Yea near ??? South-east of Bathurst South of Jrangie Taree South of Maitland West of Cloncury North-east of Elizabeth North of Geraldton	WA QLD NSW QLD VIC WA QLD VIC TAS NSW QLD NSW NSW PNG NSW QLD SA WA	Ag/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day Ag/Day PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day PVT/Day Timg/Day Ag/Day	damaged in collision with the upwind fence. 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 a landing on a hillside but the aircraft on encountering turbulent conditions shortly after take-off and it collided with trees. The pilot lost control of the aircraft an encountering turbulent conditions shortly after take-off and it collided with trees. 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. A pilot inexperienced in agricultural operations was attempting to spray close to trees. For reasons which have not been determined the 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 cartwheeled. The cause of the accident could not be determined. 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. During take-off with an almost empty fuel tank probably selected, regine power failed and the aircraft collided with a binundary fence and overturned. The pilot lost directional control during a cross-wind landing and the aircraft ground looped, collapsing the undercrariage became entangled and the aircraft stood on its nose. The pilot national attain they attitude after landing with a strong tail-wind and the aircraft to which the undercrariage became entangled and the aircraft stood on its nose. The pilot attempted to take -off from a minimum length field which was also wet, and the aircraft to stall and it dived to the ground. During a nattempted to take -off from a minimum length field which was also wet, and the ai	Subst. Subst.	Rebuilt as VH-CEX AHSA adds 'Island'
BUB BJK FAC KLA CEA BJX PRX? MGD? WEB PAT RSR	DeHav. Cessna DeHav. CAC Avro Piper Cessna DeHav. Cessna DeHav. DeHav. DeHav. DeHav. DeHav. Ryan Douglas DeHav. Cessna	82 82 150 82 CA-28 Anson XIX Srs.2 PA-22 180 82 180 82 5TM-2 DC-3C DHC-1 310 PA-22 CA-6	16.03.61. 18.03.61. 20.03.61. 21.03.61. 22.03.61. 22.03.61. 22.03.61. 22.03.61. 27.03.61. 27.03.61. 27.03.61. 06.04.61. 08.04.61. 10.04.61.	Varioop near near near Wandoon near Seymour near Lancelin Nebo near Big Dog Island Oberon Clitton Nymagee near Taree Berelina Lake Macquarie Mary Kathleen Eudunda	North of Bunbury Barcaldine Wellington near Taroom Seymour Lancelin South-west of Mackay Yea near ??? South-east of Bathurst South of Ipswitch West of Trangle Taree South of Maitland West of Cloncurry North-east of Elizabeth	WA QLD NSW QLD VIC WA QLD VIC TAS NSW NSW NSW NSW PNG NSW QLD SA	Ag/Day Ag/Day PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day PVT/Day PVT/Day PVT/Day Tmg/Day Solo PVT/Day PVT/Day PVT/Day PVT/Day	damaged in collision with the upwind fence. Further damage occurred in the subsequent landing. In pilot attempted to fiv 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. The pilot tost control of 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. 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 outclimbrising terrain. A pilot inexperienced in agricultural operations was attempting to spray close to trees. For reasons which have not been determined the aircraft struck the ground at a steep angle and was burnt out. Shortly after becoming airborne the aircraft bean bank and turn to the left until the port wingtip contacted the ground and the aircraft cart-heeled. The cause of the accident could not be determined. 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. Ouring take off with an almost empty fuel tank probably selected , engine power failed and the aircraft collided with a boundary fence and overturned. The pilot tot directional control during a cross-wind landing and the aircraft to direct low scrub in which the undercarriage became estangled and the aircraft stood on its nose. The pilot attempted to take off from a minimum length field which was also wet, and the aircraft to stall and it dived to the ground. During a natempted forced landing following a loss of engine power of undetermined origin, the pilot allowed the aircraft to stall and it dived to the ground. During a forced landing following a loss of engine power of undetermined origin, the pilot allowed the aircraft to sta	Subst. Subst.	Rebuilt as VH-CEX
BUB BJK FAC KLA CEA BIX PRX? MGD? WEB PAT RSR BWP	DeHav. DeHav. Cessna DeHav. CAC Avro Piper Cessna DeHav. Cessna DeHav. DeHav. Ryan Douglas DeHav. Wackett	82 82 150 82 CA-28 Anson XIX 5r-2 PA-22 180 82 82 82 STM-2 DC-3C DHC-1 310 PA-22 CA-6 (K-3)	16.03.61 18.03.61 20.03.61 21.03.61 22.03.61 22.03.61 22.03.61 22.03.61 24.03.61 27.03.61 28.03.61 06.04.61 10.04.61 14.04.61 14.04.61	Varloop near near near Wandoon near Seymour near Lancelin Nebo near Big Dog Island Oberon Clifton Nymagee near Taree Berelina Lake Macquarie Many Kathleen Eudunda Northampton	North of Bunbury Barcaldine Wellington near Taroom Seymour Lancelin South-west of Mackay Yea near ??? South-east of Bathurst South of Jrangie Taree South of Maitland West of Cloncury North-east of Elizabeth North of Geraldton	WA QLD NSW QLD VIC WA QLD VIC TAS NSW QLD NSW NSW PNG NSW QLD SA WA	Ag/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day Ag/Day PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day PVT/Day Timg/Day Ag/Day	damaged in collision with the upwind fence. Further damage occurred in the subsequent landing. In pilot attempted to fit your will be train 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. The pilot tost control of the aircraft on encountering turbulent conditions shortly after take-off and it collided with trees. The pilot lost control of the aircraft on encountering turbulent conditions shortly after take-off and it collided with trees. 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 outclimbrising terrain. A pilot inseptence of an agricultural operations was attempting to spray close to trees. For reasons which have not been determined the aircraft struck the ground at a steep angle and was burnt out. Shortly after becoming airborne the aircraft bear aircraft colled to bank and turn to the left until the port wingtip contacted the ground and the aircraft cart-wheeled. The cause of the accident could not be determined. 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. Ouring take-off with an aimost empty fuel tank probably selected , engine power failed and the aircraft collided with a boundary fence and overturned. The pilot stienctional 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 entangled and the aircraft stood on its note. The pilot attempted to take off from a minimum length field which was also wet, and the aircraft to stall and it dived to the ground. During an attempted forced landing following a loss of engine	Subst. Subst.	Rebuilt as VH-CEX AHSA adds 'Island'
BUB BJK FAC KLA CEA BIX PRX? MGD? WEB PAT RSR BWP FBF	DeHav. DeHav. Cessna DeHav. CAC Avro Piper Cessna DeHav. Cessna DeHav. DeHav. Ryan Douglas DeHav. Wackett Piper	82 82 150 82 CA-28 Anson XIX Sri 2 PA-22 180 82 5TM-2 DC-3C DHC-1 310 PA-22 CA-6 (KS-3) PA-18	16.03.61 18.03.61 20.03.61 21.03.61 22.03.61 22.03.61 22.03.61 24.03.61 27.03.61 27.03.61 28.03.61 06.04.61 10.04.61 14.04.61 14.04.61 16.04.61	Varloop near near near Wandoon near Seymour near Lancelin Nebo near Big Dog Island Oberon Clifton Nymagee near Taree Berelina Lake Macquarie Mary Kathleen Eudunda Northampton near Holbrook Tapini airstrip	North of Bunbury Barcaldine Wellington near Taroom Seymour Lancelin South-west of Mackay Yea near ??? South of Bathurst South of Joswitch West of Trangle Taree South of Maitland West of Cloncurry North-east of Elizabeth North of Geraldton Holbrook	WA QLD NSW QLD VIC WA QLD VIC TAS NSW QLD NSW PNG NSW QLD NSW PNG NSW PNG NSW	Ag/Day Ag/Day	damaged in collision with the upwind fence. Further damage occurred in the subsequent landing. The pilot attempted to fiy 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 on encountering turbulent conditions shortly after take-off and it collided with trees. The pilot lost control of the aircraft on encountering turbulent conditions shortly after take-off and it collided with trees. The pilot inexperienced in agricultural operations was attempting to spray close to trees. For reasons which have not been determined the 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 cartwheeled. The cause of the accident could not be determined. Collowing 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. During take-off with an almost empty fuel tank probably selected, engine power failed and the aircraft collided with a boundary fence and overturned. 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 to ever low scrub in which the undercarriage became entangled and the aircraft stood on its nose. The pilot attempted to take off from a minimum length field which was also wet, and the aircraft to stall and it dived to the 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 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 ground. During a f	Subst. Subst. Subst. Dest. Subst.	Rebuilt as VH-CEX AHSA adds 'Island'
BUB BJK FAC KLA CEA BIX PRX? MGD? WEB PAT RSR BWP FBF	DeHav. DeHav. Cessna DeHav. CAC Avro Piper Cessna DeHav. Cessna DeHav. DeHav. Ryan Douglas DeHav. Wackett Piper	82 150 82 150 82 CA-28 Anson XIX Srs 2 PA-22 180 82 82 5TM-2 DC-3C DHC-1 310 PA-22 CA-6 (K-3) PA-18	16.03.61 18.03.61 20.03.61 21.03.61 22.03.61 22.03.61 22.03.61 24.03.61 27.03.61 28.03.61 06.04.61 10.04.61 14.04.61 16.04.61	Varloop near near near Wandoon near Seymour near Lancelin Nebo near Big Dog Island Oberon Clifton Nymagee near Taree Berelina Lake Macquarie Mary Kathieen Eudunda Northampton near Holbrook	North of Bunbury Barcaldine Wellington near Taroom Seymour Lancelin South-west of Mackay Yea near ??? South-east of Bathurst South of Jrangie Taree South of Maitland West of Cloncury North-east of Elizabeth North of Geraldton	WA QLD NSW QLD VIC WA QLD VIC TAS NSW QLD NSW NSW PNG NSW QLD NSW NSW NSW NSW NSW NSW	Ag/Day Ag/Day Ag/Day PVT/Day Ag/Day	damaged in collision with the upwind fence. Further damage occurred in the subsequent landing. The pilot attempted to fiy 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 on encountering turbulent conditions shortly after take-off and it collided with trees. The pilot lost control of the aircraft on encountering turbulent conditions shortly after take-off and it collided with trees. The pilot inseptence due 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. A pilot inseptence din agricultural operations was attempting to spray close to trees. For reasons which have not been determined the aircraft struck the ground at a steep angle and was burnt out. Shortly after beening airborne the aircraft began to bank and turn to the left until the port wingtip contacted the ground and the aircraft cart-wheeled. The cause of the accident could not be determined. 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. During take-off with an almost empty fuel tank probably selected, engine power failed and the aircraft collided with a boundary fence and overturned. The pilot lost directional control during a cross-wind landing and the aircraft ground looped, collapsing the undercarriage. Whist taking off from a strip of inadequate width the pilot allowed the aircraft to drift to very low scrub in which the undercarriage became entangled and the aircraft stood on its nose. The pilot attempted to take -off from a minimum length field which was also wet, and the aircraft to stall and it dived to the ground. On becoming aware of smoke issuing from the cargo, the pilot carried out an emergency landing, Immediately after landing an uncont	Subst. Subst. Subst. Dest. Subst. Dest. Dest. Subst. Subst.	Rebuilt as VH-CEX AHSA adds 'Island'
BUB BJK FAC KLA CEA BIX PRX? MGD? WEB PAT RSR BWP FBF TJF WEJ/2 TSD?	DeHav. DeHav. Cessna DeHav. CAC Avro Piper Cessna DeHav. Cessna DeHav. Cessna DeHav. Ryan Douglas DeHav. Wackett Piper Piper Piper Piper DeHav.	82 82 150 82 CA-28 Anson XIX 5rs. 2 PA-22 180 82 180 82 5TM-2 DC-3C DHC-1 310 PA-22 CA-6 (KS-3) PA-18 PA-23 PA-22 82	16.03.61. 18.03.61. 20.03.61. 21.03.61. 22.03.61. 22.03.61. 22.03.61. 22.03.61. 27.03.61. 27.03.61. 28.03.61. 28.03.61. 06.04.61. 10.04.61. 14.04.61. 16.04.61. 18.04.61. 18.04.61.	Varioop near near near Wandoon near Seymour near Lancelin Nebo near Big Dog Island Oberon Clifton Nymagee near Taree Berelina Lake Macquarie Mary Kathleen Eudunda Northampton near Holbrook Tapini airstrip Nyngan Cleve	North of Bunbury Barcaldine Wellington near Taroom Seymour Lancelin South-west of Mackay Yea near ??? South-east of Bathurst South of Jarneye Taree South of Maitland West of Cloncurry North-east of Elizabeth North of Geraldton Holbrook	WA QLD NSW QLD VIC WA QLD VIC TAS NSW QLD NSW QLD NSW QLD NSW QLD NSW NSW PNG NSW PNG NSW QLD NSW NSW NSW NSW PNG NSW NSW NSW NSW NSW NSW NSW N	Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day	damaged in collision with the upwind fence. Further damage occurred in the subsequent landing. In pilot attempted to fit your willy 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. The pilot tox control of the aircraft collided with trees. The pilot tox control of the aircraft collided with trees. The pilot tox control of the aircraft collided with trees. Following a low level inspection run of a one-way strip in the normal direction of landing, the aircraft stailed and struck trees during the pilots attempt to outclimb rising terrain. A pilot inexperienced in agricultural operations was attempting to spray close to trees. For reasons which have not been determined the aircraft struck the ground at a steep angle and was burnt out. Shortly after beening airborne the aircraft bean bank and turn to the left until the port wingtip contacted the ground and the aircraft cardwheeld. The cause of the accident could not be determined. 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. Ouring take-off with an almost empty fuel tank probably selected, engine power failed and the aircraft collided with a boundary fence and overturned. The pilot stienctional control during a cross-wind landing and the aircraft ground looped, collapsing the undercarriage. Whilst taking off from a strip of inadequate with the pilot allowed the aircraft to drift over low scrub in which the undercarriage became entangled and the aircraft structure and the aircraft to stail and it dived into the ground. During a ratempted to take -off from a minimum length field which was allow exel, and the aircraft to stail and it dived into the ground. Whilst engaged in unauthorised low flying, the aircraft collided with power transmission cables which were not	Subst. Subst.	Rebuilt as VH-CEX AHSA adds 'Island'
BUB BJK FAC KLA CEA BIX PRX? MGD? WEB PAT RSR BWP FBF TJF WEJ/2	DeHav. DeHav. Cessna DeHav. CAC Avro Piper Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Wackett Piper Piper Piper	82 82 150 82 CA-28 Anson XIX 5rs. 2 PA-22 180 82 180 82 5TM-2 DC-3C DHC-1 310 PA-22 CA-6 (KS-3) PA-18 PA-23 PA-23	16.03.61. 18.03.61. 20.03.61. 21.03.61. 22.03.61. 22.03.61. 22.03.61. 22.03.61. 27.03.61. 27.03.61. 28.03.61. 30.03.61. 30.03.61. 10.04.61. 14.04.61. 16.04.61. 16.04.61.	Varioop near near near Wandoon near Seymour near Lancelin Nebo near Big Dog Island Oberon Clifton Nymagee near Taree Berelina Lake Macquarie Mary Kathieen Eudunda Northampton near Holbrook Tapini airstrip Nyngan	North of Bunbury Barcaldine Wellington near Taroom Seymour Lancelin South-west of Mackay Yea near ??? South-east of Bathurst South of Jarangie Taree South of Maitland West of Cloncurry North-east of Elizabeth North of Geraldton Holbrook	WA QLD NSW QLD VIC WA QLD VIC TAS NSW QLD NSW QLD NSW QLD NSW PNG NSW QLD SA WA NSW NSW NSW NSW NSW NSW	Ag/Day Ag/Day PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day Ag/Day Ag/Day PVT/Day Ag/Day	damaged in collision with the upwind fence. Further damage occurred in the subsequent landing. In pilot attempted to fit your willy 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. The pilot tox control of the aircraft collided with trees. The pilot tox control of the aircraft collided with trees. Following a low level inspection run of a one-way strip in the normal direction of landing, the aircraft stailed and struck trees during the pilots attempt to outclimb rising terrain. A pilot inseprence of magricultural operations was attempting to spray close to trees. For reasons which have not been determined the aircraft struck the ground at a steep angle and was bunt out. Shortly after beening airborne the aircraft bean bank and turn to the left until the port wingtip contacted the ground and the aircraft cardwheeled. The cause of the accident could not be determined. 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. Ouring take-off with an almost empty fout and knobby selected, engine power failed and the aircraft collided with a boundary fence and overturned. The pilot tot directional control during a cross-wind landing and the aircraft to drift over low scrub in which the undercarriage became entangled and the aircraft storing the aircraft storing the aircraft storing the aircraft to drift over low scrub in which the undercarriage became entangled and the aircraft storing the aircraft to stall and it dived into the ground. The pilot maintained a talk-high attitude after landing with a strong tall-wind and the aircraft toosed wer. The pilot maintained at all-high attitude after landing with a strong tall-wind and the aircraft toosed were. During an attempted forced landing following the disconnection of the throt	Subst. Subst.	Rebuilt as VH-CEX AHSA adds 'Island'
BUB BJK FAC KLA CEA BIX PRX? MGD? WEB PAT RSR BWP FBF TJF WEJ/2	DeHav. DeHav. Cessna DeHav. CAC Avro Piper Cessna DeHav. Cessna DeHav. DeHav. DeHav. Piper Wackett Piper Piper Piper DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna	82 82 150 82 150 82 CA-28 Anson XIX 5rs 2 PA-22 180 82 180 82 5TM-2 DC-3C DHC-1 310 PA-22 CA-6 (KS-3) PA-18 PA-23 PA-22 82 172A	16.03.61. 18.03.61. 20.03.61. 21.03.61. 22.03.61. 22.03.61. 22.03.61. 22.03.61. 27.03.61. 27.03.61. 27.03.61. 28.03.61. 30.03.61. 10.04.61. 14.04.61. 14.04.61. 16.04.61. 18.04.61. 18.04.61. 18.04.61. 18.04.61.	Varloop near near near Wandoon near Seymour near Lancelin Nebo near Big Dog Island Oberon Clifton Nymage near Taree Berelina Lake Macquarie Mary Kathleen Eudunda Northampton near Holbrook Tapini airstrip Nyngan Cleve near Camden near Camden	North of Bunbury Barcaldine Wellington near Taroom Seymour Lancelin South-west of Mackay Yea near ??? South east of Bathurst South of Jpswitch West of Trangie Taree South of Maitland West of Cloncurry North-east of Elizabeth North of Geraldton Holbrook near Cobar near Whyalla Camden Longreach	WA QLD NSW QLD VIC WA QLD VIC TAS NSW QLD NSW PNG NSW PNG NSW PNG NSW NSW PNG NSW NSW NSW PNG NSW NSW PNG NSW NSW PNG NSW NSW PNG NSW CLD	Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day Ag/Day PVT/Day Ag/Day	damaged in collision with the upwind fence. Further damage occurred in the subsequent landing. The pilot attempted to fit yower 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. The pilot lost control of the aircraft on encountering furbulent conditions shortly after take-off and it collided with trees. The pilot lost control of the aircraft on encountering furbulent conditions shortly after take-off and it collided with trees. 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. A pilot inexperienced in agricultural operations was attempting to spray close to trees. For reasons which have not been determined the aircraft struck the ground at a steep angle and was burnt out. Shortly after beening airborne the aircraft bank and turn to the left until the port wingtip contacted the ground and the aircraft cart-wheeled. The cause of the accident could not be determined. 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 outcop. During take-off with an almost empty let trank probably selected, engine power failed and the aircraft collided with a boundary fence and overturned. 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 dirt over low scrub in which the undercarriage became entangled and the aircraft stood on its nose. The pilot attempted to take-off from a minimum length field which was also wet, and the aircraft tower low scrub in which the upwind boundary fence. During a toweringed order alonding following the disconnection of th	Subst. Dest. Subst.	Rebuilt as VH-CEX AHSA adds 'Island'
BUB BJK FAC KLA CEA BIX PRX? MGD? WEB PAT RSR BWP FBF TJF WEJ/2 TSD?	DeHav. DeHav. Cessna DeHav. CAC Avro Piper Cessna DeHav. Cessna DeHav. Ryan Douglas DeHav. Wackett Piper Piper Piper Piper Cessna	82 82 150 82 150 82 CA-28 Anson XIX Srs.2 PA-22 180 82 180 82 82 STM-2 DC-3C DHC-1 310 PA-22 CA-6 (KS-3) PA-18 PA-23 PA-23 PA-23 SS-32 Glidder	16.03.61. 18.03.61. 20.03.61. 21.03.61. 22.03.61. 22.03.61. 22.03.61. 22.03.61. 24.03.61. 27.03.61. 28.03.61. 30.03.61. 30.03.61. 10.04.61. 14.04.61. 14.04.61. 16.04.61. 18.04.61. 18.04.61. 18.04.61. 18.04.61. 18.04.61.	Varioop near near near near Wandoon near Seymour near Lancelin Nebo near Big Dog Island Oberon Clifton Nymagee near Taree Berelina Lake Macquarie Mary Kathleen Eudunda Northampton near Holbrook Tapini airstrip Nyngan Cleve near Camden near Longreach Inverell airfield	North of Bunbury Barcaldine Wellington near Taroom Seymour Lancelin South-west of Mackay Yea near ??? South-east of Bathurst South of Jpswitch West of Trangie Taree South of Maitland West of Cioncurry North-east of Elizabeth North of Geraldton Holbrook near Cobar near Whyalla Camden Longreach Inverell	WA QLD NSW QLD VIC WA QLD VIC TAS NSW QLD NSW QLD NSW QLD NSW PNG NSW QLD SA WA NSW NSW NSW NSW NSW NSW	Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day PVT/Day Ag/Day PVT/Day Trmg/Day Ag/Day Trmg/Day Solo Trmg/Day Solo Trmg/Day Solo Trmg/Day Solo	damaged in collision with the upwind fence. Eurther damage occurred in the subsequent landing. The pilot attempted to fit yowe hill yearn 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. The pilot lost control of the aircraft on encountering turbulent conditions shortly after take-off and it collided with trees. 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. A pilot inseptement and agricultural operations was attempting to spray close to trees. For reasons which have not been determined the aircraft struck the ground at a steep angle and was burnt out. Shortly after beening airborne the aircraft began to bank and turn to the left until the port wingtip contacted the ground and the aircraft cart-wheeled. The cause of the accident could not be determined. 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. Jouring take-off that an aimost empty fuel tank probably selected , engine power failed and the aircraft collided with a boundary fence and overturned. Whist taking off from a strip of inadequate width the pilot allowed the aircraft to drift over low scrub in which the undercarriage became estraingled and the aircraft stood on its nose. Whist taking off from a strip of inadequate width the pilot allowed the aircraft to drift over low scrub in which the undercarriage became estraingled and the aircraft stood on its nose. The pilot attempted to take-off from a minimum length field which was also wet, and the aircraft to stall and it dived to the ground. During a forced landing following a loss of engine power of undetermined origin, the pilot allowed the aircraft to stall and it dived to the	Subst. Subst.	Rebuilt as VH-CEX AHSA adds 'Island'
BUB BJK FAC KLA CEA BIX PRX? MGD? WEB PAT RSR BWP FBF TJF WEJ/2 TSD?	DeHav. DeHav. Cessna DeHav. CAC Avro Piper Cessna DeHav. Cessna DeHav. DeHav. DeHav. Piper Wackett Piper Piper Piper DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna	82 82 150 82 CA-28 Anson XIX 5rs.2 PA-22 180 82 180 82 5TM-2 DC-3C DHC-1 310 PA-22 CA-6 (KS-3) PA-18 PA-23 PA-23 PA-23 FA-18 PA-23 FA-18 PA-23 FA-18 PA-23 FA-18 PA-23 FA-25 FS-32	16.03.61. 18.03.61. 20.03.61. 21.03.61. 22.03.61. 22.03.61. 22.03.61. 22.03.61. 27.03.61. 27.03.61. 27.03.61. 28.03.61. 30.03.61. 10.04.61. 14.04.61. 14.04.61. 16.04.61. 18.04.61. 18.04.61. 18.04.61. 18.04.61.	Varloop near near near Wandoon near Seymour near Lancelin Nebo near Big Dog Island Oberon Clifton Nymage near Taree Berelina Lake Macquarie Mary Kathleen Eudunda Northampton near Holbrook Tapini airstrip Nyngan Cleve near Camden near Camden	North of Bunbury Barcaldine Wellington near Taroom Seymour Lancelin South-west of Mackay Yea near ??? South east of Bathurst South of Jpswitch West of Trangie Taree South of Maitland West of Cloncurry North-east of Elizabeth North of Geraldton Holbrook near Cobar near Whyalla Camden Longreach	WA QLD NSW QLD VIC WA QLD VIC TAS NSW QLD NSW PNG NSW PNG NSW PNG NSW NSW PNG NSW NSW NSW PNG NSW NSW PNG NSW NSW PNG NSW NSW PNG NSW CLD	Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day Ag/Day PVT/Day Ag/Day	damaged in collision with the upwind fence. Further damage occurred in the subsequent landing. The pilot attempted to fly owe 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. The pilot tost control of the aircraft on encountering turbulent conditions shortly after take-off and it collided with trees. 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 outclinb rising terrain. A pilot inseptemence in agricultural operations was attempting to spray close to trees. For reasons which have not been determined the 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 cartiveled. The cause of the accident could not be determined. 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. During take-off with an almost empty fuel tank probably selected, engine power failed and the aircraft collided with a boundary fence and overturned. The pilot to stiff circcional control during a cross-wind landing and the aircraft ground looped, collapsing the undercarriage became entangled and the aircraft to maintain the aircraft to stall for an aircraft provided to the ground. Whist taking off from a strip of madequate whith the pilot allowed the aircraft to wis crub in which the undercarriage became entangled and the aircraft to stall from a minimum length field which was also were, and the aircraft to stall fan dir dived to the ground. During a forced landing following he disconnection of the throttle linkage, the pilot allowed the aircraft to stall and it dived to the ground. Duri	Subst. Dest. Subst.	Rebuilt as VH-CEX AHSA adds 'Island'
BUB BJK FAC KLA CEA BIX PRX? MGD? WEB PAT RSR BWP FBF TJF WEJ/2 TSD?	DeHav. DeHav. Cessna DeHav. CAC Avro Piper Cessna DeHav. Cessna DeHav. DeHav. DeHav. DeHav. Wackett Piper Piper Piper Piper DeHav. Cessna Beech Kooka.	82 82 150 82 150 82 CA-28 Anson XIX Srs.2 PA-22 180 82 180 82 82 STM-2 DC-3C DHC-1 310 PA-22 CA-6 (KS-3) PA-18 PA-23 PA-23 PA-23 SS-32 Glidder	16.03.61. 18.03.61. 20.03.61. 21.03.61. 22.03.61. 22.03.61. 22.03.61. 22.03.61. 24.03.61. 27.03.61. 28.03.61. 30.03.61. 30.03.61. 10.04.61. 14.04.61. 14.04.61. 16.04.61. 18.04.61. 18.04.61. 18.04.61. 18.04.61. 18.04.61.	Varioop near near near near Wandoon near Seymour near Lancelin Nebo near Big Dog Island Oberon Clifton Nymagee near Taree Berelina Lake Macquarie Mary Kathleen Eudunda Northampton near Holbrook Tapini airstrip Nyngan Cleve near Camden near Longreach Inverell airfield	North of Bunbury Barcaldine Wellington near Taroom Seymour Lancelin South-west of Mackay Yea near ??? South-east of Bathurst South of Jpswitch West of Trangie Taree South of Maitland West of Cioncurry North-east of Elizabeth North of Geraldton Holbrook near Cobar near Whyalla Camden Longreach Inverell	WA QLD NSW QLD VIC WA QLD VIC TAS NSW QLD NSW QLD NSW PNG NSW QLD NSW NSW NSW A NSW NSW NSW NSW	Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day PVT/Day Ag/Day PVT/Day Trmg/Day Ag/Day Trmg/Day Solo Trmg/Day Solo Trmg/Day Solo Trmg/Day Solo	damaged in collision with the upwind fence. Eurther damage occurred in the subsequent landing. The pilot attempted to fit yowe hill yearn 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. The pilot lost control of the aircraft on encountering turbulent conditions shortly after take-off and it collided with trees. 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. A pilot inseptement and agricultural operations was attempting to spray close to trees. For reasons which have not been determined the aircraft struck the ground at a steep angle and was burnt out. Shortly after beening airborne the aircraft began to bank and turn to the left until the port wingtip contacted the ground and the aircraft cart-wheeled. The cause of the accident could not be determined. 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. Jouring take-off that an aimost empty fuel tank probably selected , engine power failed and the aircraft collided with a boundary fence and overturned. Whist taking off from a strip of inadequate width the pilot allowed the aircraft to drift over low scrub in which the undercarriage became estraingled and the aircraft stood on its nose. Whist taking off from a strip of inadequate width the pilot allowed the aircraft to drift over low scrub in which the undercarriage became estraingled and the aircraft stood on its nose. The pilot attempted to take-off from a minimum length field which was also wet, and the aircraft to stall and it dived to the ground. During a forced landing following a loss of engine power of undetermined origin, the pilot allowed the aircraft to stall and it dived to the	Subst. Dest. Subst.	Rebuilt as VH-CEX AHSA adds 'Island'

March	вот	Fletcher	F11-24	20.05.61	Relmont Common	Geelong	VIC	I	The engine was started accidentally and the aircraft ran 500 yards before crashing into the into the Barwon River.	Subst	The aircraft was salvaged and returned to New Zealand.
1.		Kooka.		21.05.61.	Oakey	West of Ipswitch	QLD	Trng/Day	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.	
No.	-	DeHay		23.05.61	Gunning	West of Goulhurn	NSW	Dual Ag/Day		Subst	
Part		Deriav.	02	23.03.01.	Guilling	west of doublant	14544	Ag/ Day		Jubst.	
March Marc	TAA	Douglas	DC-4	24.05.61.	Bulwer Island	near Brisbane Airport	QLD	RPT/Night		Dest.	
The column Column	-	DeHav.	82	30.05.61.	Dreeite	Near Colac	VIC	Ag/Dav		Subst.	
18									collapsed.		
1	BPG?	Cessna	182	10.06.61.	Nardoo [Homestead?]	North of Cunnamulla	QLD	CHTR/Day		Subst.	
No. St.	PSZ	DeHav.	84	10.06.61.	Lochinvar	near Maitland airport	NSW	PVT/Day		Subst.	
15		Ballan		44.05.54	Well-		100	nu cr /n		E. b.o.	
Column		Denav.	62	11.00.01.	Willdurd	Hear Hailillon	VIC	PV1/Day		Subst.	
The color						Moree					
10	CHR	Dornier	DO-27	17.06.61.	near Goroka		PNG	PVT/Day		Dest.	
No.	FLH	Cessna	180	18.06.61.	Bundaberg [airfield?]	Bundaberg	QLD	PVT/Day		Subst.	
197 198		Douglas	DC-3	20.06.61.	Port Moresby airfield		PNG	RPT		Subst.	
Auto-	BTV	DeHay.	82	25.06.61	Katanning	South of Wagin	WA	PVT/Day		Subst	
1.50								,,	ground.		
100 100	SNF	Auster	J/5G	07.07.61.	Collinsville	near Bowen	QLD	PVT/Day		Dest.	
1965 1975	-	Auster	J/5	12.07.61.	Bamana	near ???	QLD	PVT/Day		Subst.	
Mary Mary											
100 100	DAQ	DeHav.	82	16.07.61.	Merredin	East of Northam	WA	Ag/Day		Subst.	
To	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		
No.	181 3	Roll	471	19.07.64	Cuda	East of Album	VIC	CUTP/Dav		Sube*	
Proceedings	114_5	Dell	4/1	16.07.61.	cuugewa	Edst of Albury	VIC	CITIN/DdY		Suust.	
1975 1976		DeHav.	82	27.07.61.	near Camden	Camden	NSW	Ag/Day		Subst.	
Page Control Page Control Page Control Page	KIH	Cessna	180A	28.07.61	Orange airfield	Orange	NSW	Ag/Ferry		Subst	
March 1966											
March 13 136.01 Completion Complet	MSS/2	Yeoman	YA-1	28.07.61.	near Deniliquin	Deniliquin	NSW	Ag/Day		Dest.	Pilot: Ralph DENNIS
March Column Co		Auster	J/1B	12.08.61.	Cape Moreton	Moreton Id. North of BNE	QLD	PVT/Day		Subst.	
Page	SBQ	DeHav.	DHC-3	14.08.61.	near Samarai		PNG	RPT		Dest.	
March 15 15 15 15 15 15 15 1	DDV	Aure	Codes	21.00.61	anna Cohdan	Calulan	VIIC	A a / Davi		Dest	
Property Property Company Co	PNV	AVIO	Cadet	21.06.01.	near cooden	Cobdell	VIC	Ag/ Day		Dest.	
April Control Contro	WFR					near Tully					
Source 1	KAG					South of Condobolin					Date also reported as 31.08.61 (LS)
No.						South of Collabbiliti					Date also reported as 31.08.01. (j.3.)
March Processor Colorado Processor Colorado									swing into a ditch and the undercarriage to collapse.		
Mode	MOR	DeHav.	DHC-1	03.09.61.	8 n.m. from Traralgon	Traralgon	VIC	Trng/Day Dual		Dest.	
Difference Dif	INQ	Bristol	Sycamore	04.09.61.	Glengyle Homestead	North of Birdsville	QLD	Trng/Day		Subst.	
Column	51.07							Solo			
Street 15	RVX	DeHav.	DHC-1	06.09.61.	Ferntree Gully	near Moorabbin	VIC	Irng/Day Solo	It is probable that the pilot misjudged the approach during an attempted forced landing and the aircraft struck the ground whilst turning. The reason for the forced landing could not be determined.	Dest.	
Column C		DeHav.	82	19.09.61.	near Cowra	Cowra	NSW	Ag/Day	Whilst spraying an area not previously surveyed the pilot failed to see and avoid power lines. A wire broke at the end of it's span and caught	Subst.	
Processor Proc	KCB2	Austor	1/5R	22.09.61	Port Macquarie airfield	Port Macquarie	NSW	PVT/Day		Subst	
Marchan 15											
PVA				26.09.61.				1			
ABO Driviv Dugon 05.50.6. Balaniums Bay New 777 Approximation and the control of the annual non-decorate with the control should well desire written all ". ABO Driviv Dugon 05.50.6. Balaniums Bay 12.50.6.1 The Author 1	PXA			30.09.61						SUDST.	
AMM Divisor. \$2 1.15.05.1. near Mahada Mahada NSW 77109 After members in antique, the plant did not decree a power for of which the hale been informed administration of the purpose of giving a pround and, for reasons with hale near formed administration of the purpose of giving a pround and, for reasons with hale near formed administration of the purpose of giving a pround and, for reasons with hale near formed administration of the purpose of giving a pround and, for reasons with hale near formed administration of the purpose of giving a pround and, for reasons with hale near formed administration of the purpose of giving a pround and if need ten the sea. Oct. 1970 Off Monnington Montage of the purpose of giving a pround and off need ten the sea. Oct. 1970 Off Monnington Montage of the purpose of giving a pround and off need ten the sea. Oct. 1970 Off Monnington Montage of the purpose of giving a pround and off need ten the sea. Oct. 1970 Off Monnington Montage of the purpose of giving a pround and off need ten the sea. Oct. 1970 Off Monnington Montage of the purpose of giving a pround and off need ten the sea. Oct. 1970 Off Monnington Montage of the purpose of giving a pround and off need ten the sea. Oct. 1970 Off Monnington Montage of the purpose of giving a pround and off need ten the sea. Oct. 1970 Off Monnington Montage of the purpose of giving a pround and off need ten the sea. Oct. 1970 Off Monnington Montage of the purpose of giving a pround and did need ten the sea. Oct. 1970 Off Monnington Montage of giving a pround and did need ten the sea. Oct. 1970 Off Monnington Montage of giving a pround and did need ten the sea. Oct. 1970 Off Monnington Montage of giving a pround and did need ten the sea. Oct. 1970 Off Monnington Montage of giving a pround and did need ten the purpose of giving a pround and did need ten the purpose of giving a pround and did need ten the purpose of giving a pround and did need ten the purpose of giving a pround and did need ten the purpose of giving a								,,	applied in an attempt to maintain directional control, the aircraft nosed over.		
CTR Autor 1/4 12.10.6.1 near Mulusia Mulusia Mulusia NSW PITTOW Abortion control of the common which have not been Decl. 1 AV Procedur 1 15.10.6.1 near Mulusia Mulusia Mulusia NSW PITTOW Abortion control of the process of period process and period personal period and for reacons which have not been Decl. 1 AV Procedur 1 15.10.6.1 Off Movington Mulusia NSW PITTOW Abortion control of the process of period personal and for married and at fined the law sec. 1 BY Costa 1170 VITTOW Abortion to the process of period personal and for married and at fined the law sec. 1 BY Costa 1170 VITTOW Abortion to the process of period personal and for married and at fined the law sec. 1 BY Costa 15.00 A 30.00.6.1 Lake five New Pittor No. No. No. No. No. No. No. No. No. No.						20 North Color		???		C. b. a	
CYR Auter 1/4 12.20.0.1 cere Molecula Mulusula NOW PYTOUS Atternations a broining approach engine procure as spelled, probably for the purposes of gaing arround aut, for reasons which have not been determined. Per purpose of gaing arround author, the purposes of gaing arround author, the purpose of gaing arround author, the purpose of gaing arround and the purpose of gaing arround and the purpose of gaing arround and the purpose of gaing arround and the purpose of gaing arround and the purpose of gaing arround and the purpose of gaing arround and the purpose of gaing arround and the purpose of gaing arround and the purpose of gaing arround and the purpose of gaing arround and the purpose of gaing arround and the purpose of gaing arround and the purpose of gaing arround and the purpose of gaing arround and the purpose of gaing arround and the purpose of gaing arround and the gain arround and the gain arround and the gain arround and the gain arround and the gain arround and the gain arround and the gain arround and the gain arround and the gai	AWW	ренау.	82	12.10.61.	near Cressy	30 nm North Colac	VIC	wR\ng\		subst.	
APV Procles 1 15.06.1 Off Monnepors No. C PVT/DW Ships attempting an aerobatic monosour as 1-bw allitude, the plat to loc control of the accret and off whole which the second to the accret and off whole which the second to the accret and off whole which the second to the accret and off whole which the second to the accret and off whole which the second to the accret and off whole which the second to the accret and off whole which the second to the accret and off whole which the second to the accret and off which the sec	CYR	Auster	J/4	12.10.61.	near Mulwala	Mulwala	NSW	PVT/Day	After making a landing approach engine power was applied, probably for the purposes of going around and, for reasons which have not been	Dest.	
Post	AV07	Parei el	Droctor 1	15 10 61	Off Moreinsten	Mornington	VIC	DVT/Day		Doct	
Deter. 12 13.10.6.1. Mount rioge near Millicent S.A. Ag/Day The plan immotor the descript of the trumbulating ground and the aircraft coverturned after striking a fence. Deter. 15 13.10.6.1. Lake Five near 777 S.A. PVTOV Upon reconstructing dust storm in a remote area the plant discription of the day of the striking of the day storm in a remote area the plant of the circle of the dry Subst. Deter. 15 2.10.6.1. In miss Caption S. Capti						wornington					
RNZ		D.11							and it collided with trees and was burnt out.	C. Iv.	
ATF Delsay. 82 21.0.6.1. Cillion near ignavich QLD Ag/Day During an agreculant appearation, the pilot invisigated as not warp from a windmill with the aircraft struck, and dived to the ground. Dest. Date also reported as 22.10.6.1. (A.H.S.A.) Dest. Date also reported as 22.10.6.1. (A.H.S.A.) Dest. Date also reported as 22.10.6.1. (A.H.S.A.) PEB Propr PA 25/150 25.0.6.1. Tranji Brem North of Latrobe Valley VIC PV/Day The pilot overshort during an approach to land and the aircraft overturned when hash brake was applied to stop it in the limited landing area Sobst. PEB Propr PA 25/150 25.0.6.1. Tranji Brem North of Latrobe Valley VIC PV/Day The pilot few the aircraft in several read, when severe icing conditions were encountered, he attempted a controlled Sobst. Review S 2 71.0.6.1. Tranji Brem North of Latrobe Valley VIC PV/Day The pilot few the aircraft near disease of the aircraft near disease	RHZ							u .,			
FP Pier PA 251,051 Rear Quirinds Q									salt lake selected for the landing proved to be soft and the aircraft overturned shortly after touchdown.	-3030	
PBB Piper PA-25/150 26.10.61. Tanjil Bren North of Latrobe Valley VIC PVT/Day The pipit file with exirct int into unfavourable weather and, when severe king conditions were encountered, he attempted a controlled Subst.											Date also reported as 22.10.61. (A.H.S.A.)
PEB Piper PA 25/150 25.10.61. Tariji Bern North of Lairobe Valley VIC VIT/Day the pilot flew the aircraft into unfavourable weather and, when severe icing conditions were encountered, he attempted a controlled Subst. Delaiv. 82 27.10.61. near Esperance Esperance WA Ag/Day The pilot attempted of the aircraft and allowed the wheels to enter the crop causing the aircraft to overturm. Delaiv. 82 13.11.61. near Burry Burry VIT/Day Burry VIC VIT/Day The pilot attempted of the near failed without was indequated in length and in a field without was indequated in length and in a field without was indequated in length and in a field without was indequated in length and in a field without was indequated in length and in a field without was indequated in length and in a field without was indequated in length and in a field without was indequated in length and in a field without was indequated in length and in a field without was indeplaced used in an earlier inspection of the area. Further damage Subst. AN_7 Douglas DC-3 15.16. Ceduna airstrip Ceduna SA BirT/Day The pilot attempted to that forced in an earlier inspection of the area. Further damage Subst. AN_7 Douglas DC-3 15.16. Nondinin [airstrip?] North-east of Narrogin WA PVT/Day Ungert was contacted loading which became immediately increasary. Delhav. 82 2.11.61. Nondinin [airstrip?] North-east of Narrogin WA PVT/Day Ungert was contacted loading which became immediately increasary. The pilot attempted to the aircraft and in the recovery Subst. Delhav. 82 2.11.61. Nondinin [airstrip?] North-east of Narrogin WA PVT/Day Ungert undercrafting as exemption was noticed by Contact with a concrete block which blended with natural grasses. Subst. Delhav. 82 2.11.61. Gawler Subst. Subst. North-east of Narrogin Was North-east of Vitor Contact which a concrete block which blended with natural grasses. Subst. North-east of Narrogin Was North-east of Vitor Contact which a subsequent and the aircraft struck a fence. During a subsequent was north-east of Vitor Contact which	BOG	rercival	EP.9	23.10.61.	near Quirindi	Quirindi	QLD	wg/pay		subst.	
DeHav. \$2 \$27.10.6.1 near Superance Superanc	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.	
RHB? Cessna 172 30.10.61. near Bunyip Bunyip VIC VT/Day The plot attempted to land the aircraft in a field which was inadequate in length and, soon after touch down, he decided to go around. DeNav. 82 13.11.61 near Oberon Oberon NSW Ag/Day 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. AN_? Douglas DC-3 15.11.61. Ceduna airstrip Ceduna SA RPT/Day The pilot attempted to take off on a runway with excessive crossward component. He temporarily lost control of the aircraft and in the recovery Subst. RDF? Cessna 172 19.11.61. Kondinin [airstrip?] North-east of Narrogin WA PVT/Day During take off the port undercarriage assembly was shocked off by Contact with a concrete block which blended with natural grasses. DeHav. 82 22.11.61. near Rosedale near Maffra VIC Ag/Day In order to avoid a flock of birds shead, the period long aword aircraft and with early and the aircraft struck a fence. During a subsequent Subst. Glider KA-6 25.11.61. Gawler Sale of Sale	\vdash	DeHav	87	27.10.61	near Esperance	Esperance	W/A	Ag/Day		Subst	<u> </u>
DeHav. 82 13.11.61. near Oberon Oberon NSW Ag/Day The aircraft returbugh the top of a dead tree which through the top of a dead tree which the mediately necessary. AN ? Douglas DC-3 15.11.61. Ceduna airstrip Ceduna SA R9T/Day The plot attempted to take off on a ruway with excessive crosswind component. He temporarily lost control of the aircraft and in the recovery Subst. BDF Cessna 172 19.11.61. Kondinin [airstrip?] North-east of Narrogin WA PVT/Day During take off the port undercrafting assembly was knocked off by contact with a concrete block which blended with natural grasses. The aircraft suffered further damage during the subsequent landing. DeHav. 82 22.11.61. near Rosedale near Maffra VIC Ag/Day near or avoid a lock of bird's shade, the plot commended a skidding turn at low level and the aircraft suffered further damage during the subsequent landing. Glider KA-6 27.11.61. Gawler SA-6 SA PVT/Day Collowing a winch fails the plot of commended a skidding turn at low level and the aircraft town of the subsequent landing. FBD Wackett KS-3(CA-6) 27.11.61. Gawler SA-6 SA PVT/Day Collowing a winch fails the plot of commended a skidding turn at low level and the aircraft town of the plot of the control of the aircraft town of the process o	RHB?								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.		
AN ? Douglas DC-3 15.11.61. Ceduna airstrip Ceduna SA RPT/Day The piot attempted to take off on a runway with excessive crosswind component. He temporarily lost control of the aircraft and in the recovery Subst. RDF Cessna 172 19.11.61. Kondinin [airstrip?] North-east of Narrogin WA PVT/Day During take off the port undercrafting assembly was knocked off by contact with a concrete block which blended with natural grasses. DeHav. 82 22.11.61. near Rosedale near Maffra VIC Ag/Day near Maffra In order to avoid a flock of bird's shade, the pilot commended a skiding turn at low level and the aircraft surface during the subsequent landing. Glider KA-6 25.11.61. Gawler SA PVT/Day During a subsequent landing the undercarriage collapsed and the aircraft overturned. Glider KA-6 27.11.61. near Rosedale near Maffra VIC Ag/Day natural vice level of the contact suffered further damage during the subsequent landing. FBD Wackett KS-3(CA-6) 27.11.61. near Borden WA Ag/Day Reported damaged on his day. "Creathed on landing when a binding the wall be included heavily on it's nose and wheel. DeHav. 82 28.11.61. Broadwater near Portland VIC Ag/Day During a spraying run the pilot misjudged his height and the wheels entered the crop causing the aircraft to overturn. BBB Avro Cadet 28.11.61. Woromdoo near Hamilton VIC Ag/Day During a spraying run the pilot misjudged his height and the wheels entered the crop causing the aircraft to overturn. TVC Vickers Vickers Vickers Vickers Vickors of Sciount 1.10 to Botany Bay Sydney NSW RPT/Nghg Probably because of externe turbulence, control of the participal because of an overload which was probably induced by turbulence and recovery mannecurves attempted at high speed. ACO DeHav. 82 0.11.26.1 William near Hamilton VIC Ag/Day Under Sarpsiyng run the pilot misjudged his height and the wheels entered the rop passing area and during a spray run the aircraft that power line of which was probably induced by turbulence and recovery mannecurves attempted at high speed. NEAR OF SARPS AG DELEG	—	D.II.		43.44.64			NOW		The aircraft collided with a telephone pole near the upwind boundary fence.	C. b.o.	
AN ? Douglas DC-3 15.11.6.1 Ceduna airstrip Ceduna SA RPT/Day The pilot attempted to take off on a runway with excessive crosswind component. He temporarily lost control of the aircraft and in the recovery but the propeller struction granged change to the starboard engine. RDF? Cessna 172 19.11.6.1 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. DeHav. 82 22.11.6.1 near Rosedale near Malfra VIC Ag/Day In order to avoid a florid or binds absented, the pilot commenced a skidding turn at low level and the aircraft struck a fence. During a subsequent Subst. Glider KA-6 25.11.6.1 Gawler SA PVT/Day Following a winch fails the pilot commenced a skidding turn at low level and the aircraft to a step nose down attitude and opened the dive brakes Subst. FBD Wackett KS-3(CA-6) 27.11.6.1 near Borden NA Ag/Day Reported damaged on this day. "Crassdor on his day." Crassdor on his day. "Crassdor on his day." Crassdor on his day." Crassdor on his day. "Crassdor on his day." Crassdor on his day." Crassdor on his day. "Crassdor on his day." Crassdor on his day." Crassdor on his day. "Crassdor on his day." Crassdor on his day." Crassdor on his day. "Crassdor on his day." Crassdor on his day." Crassdor on his day. "Crassdor on his day." Crassdo		ренау.	82	15.11.61.	near Oberon	Uperon	NSW	wg/pay		subst.	
RDF? Cessna 172 19.11.6.1 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. Subst. DeHav. 82 22.11.6.1 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. Glider KA-6 25.11.6.1 Gawler SA PVT/Day 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. FBD Wackett KS-3(CA-6) 27.11.6.1 near Borden WA Ag/Day Reported damaged on this day. "Crassed on in stdings brake and on landing when a brinding brake in landing the wacked on the day of the straight to a steep nose down attitude and opened the dive brakes Subst. An attempt was made to level the aircraft to a steep nose down attitude and opened the dive brakes Subst. An attempt was made to level the aircraft to a steep nose down attitude and opened the dive brakes Subst. FBD Wackett KS-3(CA-6) 27.11.6.1 near Borden WA Ag/Day Reported damaged on this day. "Crassed on in stdings brake and on indings was and a braining brake lining caused the aircraft to ground loop. Subst. Pilot: John GRUMMELS unburt Delay of the pilot was a braining brake lining caused the aircraft to ground loop. Subst. BIB Avro Cadet 28.11.6.1 Broadwater near Portland VIC Ag/Day Ouring a spraying run the pilot misjudged his height and the wheels entered the crop causing the aircraft to overturn. TVC Vickers Viscount 30.11.6.1 into Botany Bay Sydney NSW RPT/Night Probably because of extreme turbulence, control of the aircraft was lost and the starboard whigh subsequently failed because of an overload Which was probably induced by turbulence and recovery manoeuvies attempted at high speed. ACO DeHav. 82 01.12.6.1 William near Hamilton VIC Ag/Day The pilot did not conduct a thorough preliminary inspection of the operating are a	AN_?	Douglas	DC-3	15.11.61.	Ceduna airstrip	Ceduna	SA	RPT/Day	The pilot attempted to take off on a runway with excessive crosswind component. He temporarily lost control of the aircraft and in the recovery	Subst.	
DeHav. 82 22.11.61. near Rosedale near Maffra VIC Ag/Day no rofer to avoid a flock of birds shaked, the pilot commended a skidding turn at low level and the aircraft struck a fence. During a subsequent Subst. Glider KA-6 25.11.61. Gawler SA PVI/Toay Following a winch flock of birds shaked, the pilot commended askidding turn at low level and the aircraft to a steep nose down attitude and opened the dive brakes Subst. An attempt was made to level the aircraft but it landed heavily on it's nose and wheel. FBD Wasclett KS-3(CA-6) 27.11.61. near Borden WA Ag/Day Reported damaged on this day. "Casabed on landing where a brinding brake in piloting caused the aircraft to ground loop. DeHav. 82 28.11.61. Broadwater near Portland VIC Ag/Day Ouring a spraying run the pilot misjudged his height and the wheels entered the crop causing the aircraft to overturn. BIB Avro Cadet 28.11.61. Woomdoo near Hamilton VIC Ag/Day During a spraying run the pilot misjudged his height and the wheels entered the crop causing the aircraft to overturn. TVC Victors Victors Victors Victors Victorunt 30.11.61. into Botany Bay Sydney NSW Ry/Neght Probably because of extreme turbulence, control of the aircraft was lost and the starboard wing subsequently fladed because of an overload Which was probably induced by turbulence and recovery manoeuvers attempted at high speed. ACO DeHav. 8 2 01.12.61. William near Hamilton VIC Ag/Day Subsequently flager area and during a rear and during a gray nur the aircraft that power line of which	RDE?	Cessna	177	19,11.61	Kondinin (airstrin?)	North-east of Narrogin	WA	PVT/Day		Subst	
Gilder KA-6 25.11.51. Gawler Sandard S						-			The aircraft suffered further damage during the subsequent landing.		
Gilder KA-6 25.11.6.1 Gawler SA PVT/Day Following a winch failure the pilot decided to land straight ahead, piaced the aircraft in a seep nose down attitude and opened the dive brakes An attempt was made to level the aircraft but it landed heavily, on it's nose and wheel. FBD Wackett KS-3(CA-6) 27.11.6.1 near Borden WA Ag/Day Reported damaged on this day. "Crashed on landing when a binding brake lining caused the aircraft to ground loop. Subst. Pilot: John GRUMMELS unhurt DeHav. 82 28.11.6.1 Broadwater near Portland VIC Ag/Day Unrig a spraying run the pilot misjudged his height and the wheels entered the crop causing the aircraft to overturn. Subst. TVC Vickers Viscount 30.11.6.1 into Botany Bay Sydney NSW RPT/Night Probably because of extreme turbulence, control of the aircraft was lots and the starboard wing subsequently failed because of an overload Dest. Crew-4 which was probably induced by turbulence and recovery manaeuvres attempted at high speed. ACO DeHav. 82 0.11.2.6.1 Williams near Hamilton VIC Ag/Day The pilot did not conduct a thorough preliminary inspection of the operating a spray run the aircraft that a power line of which		DeHav.	82	22.11.61.	near Rosedale	near Maffra	VIC	Ag/Day		Subst.	
An attempt was made to level the aircraft but it landed heavily on it's nose and wheel. Replace Property		Glider	KA-6	25.11.61.	Gawler		SA	PVT/Day	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.	
Deflav. 82 28.11.61. Broadwater near Portland V/C Ag/Day Ouring a spraying run the pilot misjudged his height and the wheels entered the crop causing the aircraft to overturn. Subst. TVC Vickers Vickors Viscount 30.11.61. Into Botany Bay Sydney NSW RP/Night Probably because of extreme turbulence, control of the aircraft was lost and the starboard wing subsequently alide because of an overload Dest. ACO DeHav. 82 01.12.61. William near Hamilton V/C Ag/Day The pilot did not conduct a thorough pre-imininary inspection of the operation of the op	FOO	Mad	NC 3/24 C)		near Deader		1414		An attempt was made to level the aircraft but it landed heavily on it's nose and wheel.	C. deat	Cilet. John COUNTACTS unburt
BJB Avro Cadet 28.11.61. Woomdoo near Hamilton VIC Ag/Day During a spraying run the pilot misjudged his height and the wheels entered the crop causing the aircraft to overturn. TVC Vickers Viscount 30.11.61 into Botany Bay Sydney NSW RPT/Night Probably because of extreme turbulence, control of the aircraft was lost and the starboard wing subsequently failed because of an overload Dest. Crew:4 720 ACO DeHav. 82 01.12.61 Williaura near Hamilton VIC Ag/Day The pilot did not conduct a thorough preliminary inspection of the operating area and during a spray run the aircraft hit a power line of which Subst.	FBD					near Portland					PIIOL JUIII GNOWMELS UNDUTT
TVC Vickers Viscount 30.11.6.1 into Botany Bay Sydney NSW BPT/Night Probably because of extreme turbulence, control of the aircraft was lost and the starboard wing subsequently failed because of an overload Dest. Crew.4 720 DeHav. 82 01.12.6.1 Williaura near Hamilton VIC Ag/Day The pilot did not conduct a thorough preliminary inspection of the operating area and during a spray run the aircraft hit a power line of which Subst.							VIC	Ag/Day			
ACO DeHav. 82 01.12.61. Willaura near Hamilton VIC Ag/Day The pilot did not conduct a thorough preliminary inspection of the operating area and during a spray run the aircraft hit a power line of which Subst.	TVC	Vickers		30.11.61.	into Botany Bay	Sydney	NSW	RPT/Night	Probably because of extreme turbulence, control of the aircraft was lost and the starboard wing subsequently failed because of an overload	Dest.	
	ACO	DeHav.		01.12.61.	Willaura	near Hamilton	VIC	Ag/Day		Subst.	FdX. 11
			·								

10 10 10 10 10 10 10 10	ATR	DeHav.	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.	
No.	SBS	DeHav.	DHC-3			, , , , , , , , , , , , , , , , , , , ,				Dest.	
1									away toward lower ground the aircraft struck a tree, crashed inverted and burnt.		
Column C	RAX	DeHav.	82	03.12.61.	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.	
Column C	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	Nil	
March Marc									shortly after it came over the rise on a spray run.		
10											
10											Date also reported as 09.12.61. [J.S.]
19	KVG	Denav.	DHC-1	10.12.61.	near Scoresby	Moorabbin	VIC	PV1/Day		Subst.	
March 1965 1975	ABP	Auster	J/1B	16.12.61.	Marilla Station	via Carnarvon	WA	CHTR/Day		Dest.	** Also reported as "Near Giralia Station" [!!]
March Marc									<u>-</u>		
The Control of Contr	AAH	Bristol	170	18.12.61.	near Albion Park	near Newcastle	NSW	CHTR/Day		Dest.	[J.S. Account mismatch. States aircraft was on a charter from Sydney to Launceston when both engines failed about 30 mins, after departure 1, WTF 22
The column Column	СХН	Cropmaster	YA-1	21.12.61.	near Katoomba	West of Sydney	NSW	Ag/Day		Dest.	when both engines raised about 50 mins, area departurely 441
Part						,		u .,			
Column	CWL	Cessna	182A	24.12.61.	Mary Kathleen	near Cloncurry	QLD	PVT/Day		Dest.	
1.0		Kingfisher	FS 57	25 12 61	Nyngan	near Cohar	NSW	PVT/Day		Dost	
		Kinghianer	23.37	23.12.01.	TY/15u1	neur coour	11311	. 11,50,	in a spin.	Dest.	
1.00		DeHav.	82	27.12.61.	near Yass	Yass	NSW	Ag/Day		Subst.	
Column C									crashed nose down.		
1985 1985	SCD	DeHav.	82	06.01.62.	n/k	n/k	n/k	n/k	Reported as "DBF in Queensland" - No Details Known.	Dest.	
No.	BEC	CAC	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.
The color	KSE	Auster	J/5	14.01.62.	Wetherby Station	near ???	QLD	PVT/Day		Subst.	
March Dec	DIT	Dinor	DA 24	15 01 61	Toowoomha aaradrama	Toowoomha	OLD	DVT/Dov		Subst	
100		i ipei	1,7724	15.01.01.	- comocinica deloutonie	100#3011108	QLD	,507		Juost.	
March Marc		DeHav.	82	15.01.62.	Colac aerodrome	Colac	VIC	PVT/Day	The pilot attempted to fly below power lines during a go-around and the aircraft collided with two fences and overturned.	Subst.	
No.	DHA								The nosewheel collapsed on landing. [G.G. info]		
100.00 1		Auster	J/5G	18.01.62.	Glenroy	S/E of Adelaide	SA	PVT/Day		Subst.	
1985 1985	-	DeHav.	82	18.01.62.	near Ayr	AYR	QLD	Ag/Day		Subst.	
190 190		DeHav.	82	24.01.62.	near	Innisfail	QLD	n/k	Reported "Crashed" - no further details known. [G.G. info]		
April Control 10											
March 10 10 10 10 10 10 10 1	FJW	Cessna	210	03.02.62.	near Glenlyon	near Ballarat	VIC	PVT/Day		Subst.	
Part Part	AWH	Cessna	210	05.02.62	Kamileroi homestead	93 n/m, North Mount Ica	OLD	CHTR/Dav		Dest	
March Marc				***************************************			,	,,			
Total Control Contro	PAF	Piper	PA-25	06.02.62.	near Innisfail	Innisfail	QLD	Ag/Day		Dest.	
200	AOW	DoHay	97	06.02.62	near Rurran Junction	Narrahri	NICIAI	Ag/Day		Doct	Dilat: Mal LIADOV
15 15 15 15 15 15 15 15											PIOL Mai HARDI
No. 100											
March Marc						·		·			
Add Control	TSB?	Cessna	180	16.02.62.	Tumbarumba	S/E Wagga	NSW	Ag/Day		Subst.	
No. May	AAP	DeHav.	DHC-2	21.02.62.	Woolbrook	S/W Armidale	NSW	Ag/Day		Dest.	
Fig. Fig. Fig. Sci.						e) 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			8 - 8		No. 111 Per 115 Per 11
Mathematics Mathematics	RCT			25.02.62.	Pyengana	E of Georgetown	TAS	PV1/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. into]
Type		Auster	Mk.6A						flying speed. The aircraft struck a fence, ran into soft ground and overturned.		
Non-Norm 18		Auster	Mk.6A						flying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine failed to develop power when thr throttle was opened at the conclusion of a simulated forced landing and the aircraft collided		
Part	RVA?	Auster Piper	Mk.6A PA-22	25.02.62.	near Moorabbin	Moorabbin aerodrome	VIC	PVT/Day	lfying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine failed to develop power when thr throttle was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined.	Subst.	
Fig. 150	RVA?	Auster Piper DeHav.	Mk.6A PA-22 94 Moth Minor	25.02.62. 25.02.62.	near Moorabbin near Busselton	Moorabbin aerodrome S of Perth	VIC WA	PVT/Day PVT/Day	liying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine failed to develop power when thir throtive was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. 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.	
SPT SPSK 22 C25.5.5 Auxiliard Count Set Sends (1977) County be first an extraction of the Set Set Set Set Set Set Set Set Set Se	RVA?	Auster Piper DeHav.	Mk.6A PA-22 94 Moth Minor	25.02.62. 25.02.62.	near Moorabbin near Busselton	Moorabbin aerodrome S of Perth	VIC WA	PVT/Day PVT/Day	lifying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine failed to develop power when thr throttle was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. During a forced landing in a field of insufficient lenght the aircraft collided with a fence. A piston failure was the cause of the loss of power. 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.	Subst.	
Section Sect	RVA?	Auster Piper DeHav. Cessna	Mk.6A PA-22 94 Moth Minor 180	25.02.62. 25.02.62. 26.02.62.	near Moorabbin near Busselton Rockley	Moorabbin aerodrome S of Perth	VIC WA NSW	PVT/Day PVT/Day	llying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine failed to develop power when the throttle was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. During a forced landing in a field of insufficient lenght the aircraft collided with a fence. A piston failure was the cause of the loss of power. 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. It then stalled and struck the ground causing the undercarriage to collapse.	Subst.	
Miles	RVA? THT	Auster Piper DeHav. Cessna DeHav.	Mk.6A PA-22 94 Moth Minor 180	25.02.62. 25.02.62. 26.02.62. 01.03.62.	near Moorabbin near Busselton Rockley near	Moorabbin aerodrome S of Perth S of Bathurst Gunnedah near Home Hill???	VIC WA NSW	PVT/Day PVT/Day Ag/Day Ag/Day	lifying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine failed to develop power when the throttle was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. 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. 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. It then stalled and struck the ground causing the undercarriage to collapse. Reported "Crashed" - no further details known. [G.G. info]	Subst. Subst. Subst.	
Deliver R2	RVA? THT FAS SNP?	Auster Piper DeHav. Cessna DeHav. DeHav.	Mk.6A PA-22 94 Moth Minor 180 82 82	25.02.62. 25.02.62. 26.02.62. 01.03.62. 02.03.62.	near Moorabbin near Busselton Rockley near Auckland Downs	Moorabbin aerodrome S of Perth S of Bathurst Gunnedah near Home Hill??? E of Mt.lsa	VIC WA NSW NSW QLD	PVT/Day PVT/Day Ag/Day Ag/Day PVT/Day	lifying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine failed to develop power when thir throtive was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. 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. 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. It then stalled and struck the ground causing the undercarriage to collapse. Reported "Crashed" - no further details known. [G.G. Info] During take-off the starboard tyre blew out when it struck a sharp stone on the surface of the airstrip. The aircraft overturned during the subsequent landing.	Subst. Subst. Subst. Subst.	
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Fig. Course 172 (6.05.62. Townsyline [percentage]) Townsyline [percentage] Tow	RVA? THT FAS SNP? SCF	Auster Piper DeHav. Cessna DeHav. DeHav.	Mk.6A PA-22 94 Moth Minor 180 82 82 82	25.02.62. 25.02.62. 26.02.62. 01.03.62. 02.03.62. 03.03.62.	near Moorabbin near Busselton Rockley near Auckland Downs Hawkins Creek	Moorabbin aerodrome S of Perth S of Bathurst Gunnedah near Home Hill??? E of Mt.lsa Ingham	VIC WA NSW NSW QLD QLD	PVT/Day PVT/Day Ag/Day Ag/Day PVT/Day Ag/Day	lifying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine failed to develop power when the throttle was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. 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. 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. It then stalled and struck the ground causing the undercarriage to collapse. Reported "Crashed" - no further details known. [G.G. Info] During takes (The starboard tyre blew out when it struck a sharp stone on the surface of the airstrip. The aircraft overturned during the subsequent landing. Whits spraying a cane field the aircraft collided with power lines, the existence of which was known to the pilot and the aircraft crashed to the ground in a nose down attitude.	Subst. Subst. Subst. Subst.	
Inglisher 63.57 13.04.2	FAS SNP? SCF	Auster Piper DeHav. Cessna DeHav. DeHav. DeHav. DeHav.	Mk.6A PA-22 94 Moth Minor 180 82 82 82 82	25.02.62. 25.02.62. 26.02.62. 01.03.62. 02.03.62. 03.03.62. 04.03.62.	near Moorabbin near Busselton Rockley near Auckland Downs Hawkins Creek near Casino	Moorabbin aerodrome S of Perth S of Bathurst Gunnedah near Home Hill?? E of Mt.lsa Ingham Casino	NSW NSW QLD QLD NSW	PVT/Day PVT/Day Ag/Day Ag/Day PVT/Day Ag/Day Ag/Day Ag/Day	lfying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine failed to develop power when the throttle was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. During a forced landing in a field of insufficient lenght the aircraft collided with a fence. A piston failure was the cause of the loss of power. 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. It then stalled and struck the ground causing the undercarriage to collapse. Reported "Crashed" - no further details known. [G.G. Info] During takes of the starboard tyre blew out when it struck a sharp stone on the surface of the airstrip. The aircraft overturned during the subsequent landing. 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 the ground in a nose down attitude. 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 was not determined.	Subst. Subst. Subst. Subst. Subst. Dest.	VH-RVA R.C. to VH-WEL 13.04.62.
ALM ALVE J. 1 3.03.6.2 Wahnor near Easl QLD PVTDsy because the expension of some table of and the arroral strack a tree during the forced landing. The pilot had neglected for remove a ray which Solut. REK Distan. 82 Solut. Solut. Program Policy Distance of the pilot solution of the arroral strack as tree during the forced landing. The pilot had neglected for remove a ray which Solut. REK Distan. 82 Solut. Solu	FAS SNP? SCF BXZ	Auster Piper DeHav. Cessna DeHav. DeHav. DeHav. DeHav. Cessna	Mk.6A PA-22 94 Moth Minor 180 82 82 82 82	25.02.62. 25.02.62. 26.02.62. 01.03.62. 02.03.62. 04.03.62. 05.03.62.	near Moorabbin near Busselton Rockley near Aukkland Downs Hawkins Creek near Casino near Cowra	Moorabbin aerodrome S of Perth S of Bathurst Gunnedah near Home Hill??? E of Mt.tsa ingham Casino Cowra	NSW NSW QLD QLD NSW NSW	PVT/Day PVT/Day Ag/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day Ag/Day Ag/Day	lifying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine falled to develop power when the throttle was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. 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. 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. It then stalled and struck the ground causing the undercarriage to collapse. Reported "Constant": no further details known. If, G. info! During take-off the starboard tyre blew out when it struck a sharp stone on the surface of the airstrip. The aircraft overturned during the outbeequent landing. 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 the ground in a nose down attitude. 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 was not determined.	Subst. Subst. Subst. Subst. Subst. Dest.	VH-RVA R.C. to VH-WEL 13.04.62.
AUM Autors 1/1 133.0.6.2 Washors near fulls 0,0 VT/Dry The engine feeds soon after take of and the aircraft struck a tree during the forced fanding. The pilot had neglected for remove a rag which does not be a feed for the aircraft struck a power and the aircraft struck a power and the aircraft struck a power and the aircraft struck a power and the aircraft struck a power and the aircraft struck as power as a power and the aircraft struck as power and the ai	FAS SNP? SCF BXZ	Auster Piper DeHav. Cessna DeHav. DeHav. DeHav. DeHav. Cessna	Mk.6A PA-22 94 Moth Minor 180 82 82 82 82	25.02.62. 25.02.62. 26.02.62. 01.03.62. 02.03.62. 04.03.62. 05.03.62.	near Moorabbin near Busselton Rockley near Aukkland Downs Hawkins Creek near Casino near Cowra	Moorabbin aerodrome S of Perth S of Bathurst Gunnedah near Home Hill??? E of Mt.tsa ingham Casino Cowra	NSW NSW QLD QLD NSW NSW	PVT/Day PVT/Day Ag/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day Ag/Day Ag/Day	lifying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine falled to develop power when the throttle was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. 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. 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. It then stalled and struck the ground causing the undercarriage to collapse. Reported "Constant": no further details known. If, G. info! During take-off the starboard tyre blew out when it struck a sharp stone on the surface of the airstrip. The aircraft overturned during the outbeequent landing. 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 the ground in a nose down attitude. 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 was not determined.	Subst. Subst. Subst. Subst. Subst. Dest.	VH-RVA R.C. to VH-WEL 13.04.62.
BIX Detail BIX Indiana Processing	FAS SNP? SCF BXZ	Auster Piper DeHav. Cessna DeHav. DeHav. DeHav. DeHav. Cessna Cessna	Mk.6A PA-22 94 Moth Minor 180 82 82 82 82 180 177 ES.57	25.02.62. 25.02.62. 26.02.62. 01.03.62. 02.03.62. 04.03.62. 05.03.62. 08.03.62.	near Moorabbin near Busselton Rockley near Auckland Downs Hawkins Creek near Casino near Cowra Townsville [aerodrome?]	Moorabbin aerodrome S of Perth S of Bathurst Gunnedah near Home Hill??? E of Mt.lsa ingham Casino Cowra Townsville	VIC WA NSW NSW QLD QLD NSW NSW QLD	PVT/Day PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Tmg/Day Solo	lifying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine failed to develop power when the throttle was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. 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. 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. It then stalled and struck the ground causing the undercarriage to collapse. Reported "Crashed" - no further details known. (G.G. Info) During takes of the starboard type blew out when it struck a sharp stone on the surface of the airstrip. The aircraft overturned during the subsequent landing. Whilst spraying a canne filed the aircraft collided with power lines, the existence of which was known to the pilot and the aircraft crashed to the ground in a nose down attitude. 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 was not determined. The pilot continued with a take-off after veering off the strip, and in attempting to avoid a tree, the aircraft salled at a low height and burned. After touchdown, the inexperienced pilot was unable to maintain directional control and the aircraft run into a swamp and overturned. 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. Subst. Subst. Subst. Subst. Dest. Dest. Subst.	VH-RVA R.C. to VH-WEL 13.04.62.
BEX Delsor. 52 2.0.0.0.0 near Procurpies CLO AVX Reported **Cashed** non Unterfed details known. (D.G. Intel) NR Peper PA.55 2.0.0.0.0.2.1 June 10.0.0.0 AVX Reported **Cashed** non Unterfed details known. (D.G. Intel) Cessna 10.0 11.0.0.0.2 Lead-life N No Mudge NSW AVV Reported **Cashed** non-unterfed report to spring operations. WFC/2 Delsor. 10.0 0.0.0.0.0.2 Lead-life N No Mudge NSW AVV Report No. No Mudge NSW AVV Report No. No Mudge NSW AVV Report No. No Mudge NSW AVV Report No. No Mudge NSW AVV Report No. No Mudge NSW AVV Report No. No Mudge NSW AVV Report No. No. No. No. No. No. No. No. No. No.	FAS SNP? SCF BXZ BPN TPZ?	Auster Piper DeHav. Cessna DeHav. DeHav. DeHav. DeHav. Kingfisher	Mk.6A PA-22 94 Moth Minor 180 82 82 82 82 180 177 ES.57 Glider	25.02.62. 25.02.62. 26.02.62. 01.03.62. 02.03.62. 03.03.62. 04.03.62. 05.03.62. 05.03.62. 11.03.62.	near Moorabbin near Busselton Rockley near Auckland Downs Hawkins Creek near Casino near Cowra Townsville [aerodrome?] Murmungee	Moorabbin aerodrome S of Perth S of Bathurst Gunnedah near Home Hill??? E of Mt.lsa Ingham Casino Cowra Townsville S of Albury	VIC WA NSW NSW QLD QLD NSW NSW QLD VIC	PVT/Day PVT/Day Ag/Day Solo PVT/Day	lifying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine failed to develop power when the throttle was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. 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. 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. It then stalled and struck the ground causing the undercarriage to collapse. Reported "Crashed" - no further details known. [G.G. Info] During takes of the starboard tyre blew out when it struck a sharp stone on the surface of the airstrip. The aircraft overturned during the subsequent landing. Whits spraying a cane field the aircraft collided with power lines, the existence of which was known to the pilot and the aircraft crashed to the ground in a nose down attitude. 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 was not determined. The pilot continued with a take-off after evening off the strip, and in attempting to avoid a tree, the aircraft stalled at a low height and burned. After touchdown,the inexperienced pilot was unable to maintain directional control and the aircraft ran into a swamp and overturned. 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 linto a fence.	Subst. Subst. Subst. Subst. Subst. Dest. Dest. Subst. Subst.	VH-RVA R.C. to VH-WEL 13.04.62.
KIR Piper PA-25 23.03.62 Jimbour near Oalby (D.C.A) During a climb after the first spray run the aircraft structs a power cable and then dived into the ground inversed. The piper failed to adequately solest.	FAS SNP? SCF BXZ BPN TPZ?	Auster Piper DeHav. Cessna DeHav. DeHav. DeHav. DeHav. Kingfisher	Mk.6A PA-22 94 Moth Minor 180 82 82 82 82 180 177 ES.57 Glider	25.02.62. 25.02.62. 26.02.62. 01.03.62. 02.03.62. 03.03.62. 04.03.62. 05.03.62. 05.03.62. 11.03.62.	near Moorabbin near Busselton Rockley near Auckland Downs Hawkins Creek near Casino near Cowra Townsville [aerodrome?] Murmungee	Moorabbin aerodrome S of Perth S of Bathurst Gunnedah near Home Hill??? E of Mt.lsa Ingham Casino Cowra Townsville S of Albury	VIC WA NSW NSW QLD QLD NSW NSW QLD VIC	PVT/Day PVT/Day Ag/Day Solo PVT/Day	lifying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine failagt to develop power when this throttle was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. 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. 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. It then stalled and struck the ground causing the undercarriage to collapse. Reported "Crashed" - no further details known. (6.6. info) During take-off the starboard type blew out when it struck as harp stone on the surface of the airstrip. The aircraft overturned during the subsequent landing. 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 the ground in a nose down attitude. The aircraft entered as spin and struck the ground after the engine failed during a crosswind climb after take-off. The cause of the power failure was not determined. After Touchdown, the inexperienced pilot was unable to maintain directional control and the aircraft stalled at a low height and burned. After Touchdown, the inexperienced pilot was unable to maintain directional control and the aircraft stalled at a low height and burned. During an approach to land, the pilot allowed the gilder to stall in the final turn. The wingtip struck the ground and allowed the gilder to skid into a fence.	Subst. Subst. Subst. Subst. Subst. Dest. Dest. Subst. Subst.	VH-RVA R.C. to VH-WEL 13.04.62.
Cessane 180 0.20.66.2 Leadwille Nof Mudgee NSW AgDay During the take off run the port gan collapsed due to metal fatigue and the aircraft ground looped before coming to rest. WEY, 2 Delaw, DHC-1 07.04.02 near Wagga NSW Tring/Day United that control in the port gan collapsed gas and the aircraft ground looped before coming to rest. SMT. Cessane 180 0.20.64.02 into the sea? Wagga NSW Tring/Day Willist instruction; the student in forced landings after take off, the flight instructor failed to observe a tree in time to take avoiding action. SMT. Cessane 180 11.04.02 into the sea? Betwo sydney and Coffs NSW NSW NSW NSW NSW NSW NSW NSW NSW NSW	FAS SNP? SCF BXZ BPN TPZ?	Auster Piper DeHav. Cessna DeHav. DeHav. DeHav. DeHav. Auster Auster Auster	Mk-6A PA-22 94 Moth Minor 180 82 82 82 82 180 172 ES.57 Gilder J/1	25.02.62. 25.02.62. 26.02.62. 01.03.62. 02.03.62. 03.03.62. 04.03.62. 05.03.62. 05.03.62. 11.03.62.	near Moorabbin near Busselton Rockley near Auckland Downs Hawkins Creek near Casino near Cowra Townsville [aerodrome?] Murmungee Waihora	Moorabbin aerodrome S of Perth S of Perth Gunnedah near Home Hill?? E of Mt.Isa Ingham Casino Cowra Townsville S of Albury near Eulo	VIC WA NSW NSW QLD QLD NSW QLD VIC QLD	PVT/Day PVT/Day Ag/Day Solo PVT/Day	lifying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine failed to develop power when the throttle was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. During a forced landing in a field of insufficient lenght the aircraft collided with a fence. A piston failure was the cause of the loss of power. 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. It then stalled and struck the ground causing the undercarriage to collapse. Reported "Crashed" - no further details known. [G.G. Info] During take-off the starboard tyre blew out when it struck a sharp stone on the surface of the airstrip. The aircraft overturned during the subsequent landing. 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 the ground in a nose down attitude. 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 was not determined. 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. After touchdown, the inexperienced pilot was unable to maintain directional control and the aircraft ran into a swamp and overturned. During an approach to land, the pilot allowed the gilder to stall in the final turn. The wingtip struck the ground and allowed the gilder to skid into a fence. 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 had been placed over the airscopp.	Subst. Subst. Subst. Subst. Subst. Dest. Dest. Subst. Subst.	VH-RVA R.C. to VH-WEL 13.04.62.
Cesna 180 0.20 kEz Leafwille N of Mudgee NSW Ag/Day During the take-off the plot failed to correct a swing to port, the aircraft ground looped and the starboard undercarriage collepsed. Subst.	THT FAS SNP? SCF BXZ BPN TPZ? ALM BEK	Auster Piper DeHav. Cessna DeHav. DeHav. DeHav. DeHav. Lessna Cessna Cessna Kingfisher Auster DeHav.	Mk-6A PA-22 94 Moth Minor 180 82 82 82 82 180 172 ES-57 Glidder J/1	25.02.62. 25.02.62. 26.02.62. 01.03.62. 02.03.62. 03.03.62. 05.03.62. 08.03.62. 11.03.62.	near Moorabbin near Busselton Rockley near Auckland Downs Hawkins Creek near Casino near Cowra Townsville [aerodrome?] Murmungee Waihora	Moorabbin aerodrome S of Perth S of Bathurst Gunnedah near Home Hill?? E of Mt.lsa Ingham Casino Cowra Townsville S of Albury near Eulo Proserpine near Oalby	VIC WA NSW NSW QLD QLD NSW QLD VIC QLD QLD QLD QLD QLD QLD QLD	PVT/Day PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Trng/Day Solo PVT/Day PVT/Day N/K	lifying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine failed to develop power when the throttle was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. During a forced landing in a field of insufficient lenght the aircraft collided with a fence. A piston failure was the cause of the loss of power. The pillot was forced to avoid a horse which had moved onto the take-off path and in doing so the aircraft became prematurely airborne. It is then stalled and struck the ground causing the undercarriage to collapse. Reported "Crashed" - no further details known. (G.G. Info) During take-off the starboard type bilew out when it struck a sharp stone on the surface of the airsrip. The aircraft overturned during the subsequent landing. Willist spraying a canne filed the aircraft collided with power lines, the existence of which was known to the pilot and the aircraft crashed to the ground in a nose down attitude. 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 was not determined. 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. After touchdown, the inexperienced pilot was unable to maintain directional control and the aircraft an into a swamp and overturned. During an approach to land, the pilot allowed the gilder to stall in the final turn. The wingtip struck the ground and allowed the gilder to skid into a fence. Reported "Crashed" - no further details known. (G.G. Info) During a failed soon after take-off and the aircraft struck a tree during the forced landing. The pilot had neglected to remove a rag which had been placed over the airscoop.	Subst. Subst. Subst. Subst. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	VH-RVA R.C. to VH-WEL 13.04.62.
WFCZ DeHav. DHC.1 07.04.62. near Wagga NSW TrigDay (Dual) The aircraft struck the tree and created in the protect in finding after take off, the flight instruction failed to observe a tree in time to take avoiding action. SMT Cessina 180 11.04.62 into the sea ? Bren Sydney and Ceffs NSW AffDay Into the sea? Bren Sydney and Ceffs NSW AffDay Into the sea? Representation of the bank of a creak after one biase of it's wooden propeller had failed in flight and it's engine had been torn from it's Dest. BOG Percival EP,9 11.04.62 near Old Into the sea? Representation of the bank of a creek after one biase of it's wooden propeller had failed in flight and it's engine had been torn from it's Dest. CAC. C. Ch.18 12.06.62 Railists NR of Moorabbin V. Chronic Into the pround are Kallists and was destroyed. Pilet was rating driver Rom Endoword. BOB DeHav. DHC.1 15.04.62 Britshare Airport Bridshare Airport Bridshare Airport Bridshare (DLD RPT) A ground attendant received serious injuries when he walked into a revolving propeller after the engine had been but down. DBI DeHav. DHC.1 15.04.62 Britshare Airport Bridshare (DLD RPT) A ground attendant received serious injuries when he walked into a revolving propeller after the engine had been shut down. DBI DeHav. DHC.1 15.04.62 Britshare Airport Bridshare (DLD RPT) A ground attendant received serious injuries when he walked into a revolving propeller after the engine had been shut down. DBI DeHav. DHC.1 15.04.62 Britshare Airport Britshare (DLD RPT) A ground attendant receive serious injuries when he walked into a revolving propeller after the engine had been shut down. DBI DeHav. DHC.1 15.04.62 Britshare Airport Britshare (DLD RPT) A ground attendant receive serious injuries when he walked into a revolving propeller after the engine had been shut down. DBI DeHav. DHC.1 15.04.62 Britshare Airport Britshare (DLD RPT) A ground attendant receive serious injuries when he walked into a revolving propeller after the engine had been shut down. DBI DEHAVE. DHC.1 15.04.62 Britsh	THT FAS SNP? SCF BXZ BPN TPZ? ALM BEK	Auster Piper DeHav. Cessna DeHav. DeHav. DeHav. DeHav. Cessna Cessna Cessna Kingfisher Auster DeHav. Piper	Mk-6A PA-22 94 Moth Minor 180 82 82 82 82 180 172 ES-57 Glider J/1 82 PA-25	25.02.62. 25.02.62. 26.02.62. 01.03.62. 02.03.62. 03.03.62. 04.03.62. 05.03.62. 11.03.62. 23.03.62.	near Moorabbin near Busselton Rockley near Auckland Downs Hawkins Creek near Casino near Cowra Townsville (aerodrome?) Murmungee Walhora near	Moorabbin aerodrome S of Perth S of Bathurst Gunnedah near Home Hill??? E of Mt.Isa Ingham Casino Cowra Townsville S of Albury near Eulo Proserpine near Dalby [DCA]	VIC WA NSW NSW QLD QLD NSW QLD VIC QLD QLD QLD QLD	PVT/Day PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Trng/Day Solo PVT/Day PVT/Day N/K Ag/Day	lifying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine falled to develop power when the throttle was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. 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. 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. It then stalled and struck the ground causing the undercarriage to collapse. Reported "Crashed" - no further details known. (6.6. Info) During take off the starboad ty be been out then it struck a sharp stone on the surface of the airstrip. The aircraft rottend during the subsequent landing. 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 the ground in a nose down attitude. 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 was not determined. 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. After touchdown, the inexperienced pilot was unable to maintain directional control and the aircraft ran into a swamp and overturned. 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 into a fence. 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 hash been placed over the aircscop. The engine failed soon after take-off and the aircraft struck a power cable and then dived into the ground inverted. The pilot failed to adequately inspect the area prior to spraying operati	Subst. Subst. Subst. Subst. Subst. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst.	VH-RVA R.C. to VH-WEL 13.04.62.
SMT Cessna 180 11.04 62 into the sea? Bitwn Systeey and Coffs NSW PV/TDay Lost Without Trate between Systemy and Coffs S	THT FAS SNP? SCF BXZ BPN TPZ? ALM BEK	Auster Piper DeHav. Cessna DeHav. DeHav. DeHav. DeHav. Cessna Cessna Cessna Kingfisher Auster DeHav. Piper Cessna	Mk.6A PA-22 94 Moth Minor 180 82 82 82 82 180 177 ES.57 Glider J/1 82 PA-25 180	25.02.62. 25.02.62. 26.02.62. 01.03.62. 02.03.62. 03.03.62. 04.03.62. 05.03.62. 11.03.62. 11.03.62. 13.03.62.	near Moorabbin near Busselton Rockley near Aukkland Downs Hawkins Creek near Casino near Cowra Townsyille [aerodrome?] Murmungee Walhora near Jimbour Leadville	Moorabbin aerodrome S of Perth S of Perth Gunnedah near Home Hill?? E of Mt.lsa Ingham Casino Cowra Townsville S of Albury near Eulo Proserpine near Dalby [DCA] N of Mudgee	VIC WA NSW NSW QLD QLD QLD NSW QLD VIC QLD QLD QLD QLD QLD NSW	PVT/Day Ag/Day Trng/Day Solo PVT/Day N/K Ag/Day Ag/Day Ag/Day Ag/Day	lifying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine failed to develop power when the throttle was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. During a forced landing in a field of insufficient lenght the aircraft collided with a fence. A piston failure was the cause of the loss of power. 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. It is then stalled and struck the ground causing the undercarriage to collapse. Reported "Crashed" - no further details known. (G.G. Info) During takes of the starboard type blew out when it struck a sharp stone on the surface of the airstrip. The aircraft overturned during the subsequent landing. 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 the ground in a nose down attitude. 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 was not determined. 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. After touchown, the inexperienced pilot was unable to maintain directional control and the aircraft in into a swamp and overturned. 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 into a fence. 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 had been placed over the airscape. Reported "Crashed" no further details known. [G.G. Info] During a climb after the first spray run the aircraft struck a power cable and then dived into the ground inverted. The pilot fail	Subst. Subst. Subst. Subst. Subst. Dest. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	VH-RVA R.C. to VH-WEL 13.04.62.
BOG Percival EP9 11.04.62 near Glein Innes Glein Innes Glein Innes SNW Ag/Day The aircraft crashed into the bank of a creek after one blade of if s wooden propeller had failed in flight and it's engine had been torn from it's Dest. Date also reported as "10.04.62." GARIK C.A.C. CA-18 12.04.62 Kallsta N.E. of Moorabbin VIC PV/TOay Loss of control in INIC. Aircraft dived into the ground near Kallsta and was destroyed. Plot was racing driver from Flockhart. Dest. Formerly A68-173 / VH-LVWB. DBI DeHav. DHC-1 15.04.62 near Armidale Armidale NSW Treg/Day Whilst attempting an aerobatic maneouvre at a low level the aircraft stalled, dived to the ground and the aircraft stalled, dived to the ground and the aircraft stalled. Aircraft dived into the ground and the aircraft stalled of the recombination of the strip surface and during the take-off the aircraft encountered during a take-off. Subst. DeHav. 82 17.04.62 Aberdeen N/W Singleton NSW Ag/Day The pilot failed to familiars insmiself with the conditions of the strip surface and during the take-off the aircraft encountered rough ground Subst. G_2 Cherokee II Gilder 21.04.62 Walkerie aerodrome Walkerie SA PV/T/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 Subst. Coss a 180 24.04.62 near Blayney S of Orange NSW Ag/Day The aircraft struck a ridge and both undercraft struck and struck the ground. Coss a 180 26.04.62 Daru Golburn NSW Ag/Day The aircraft struck and struck and struck the ground struck the	THT FAS SNP? SCF BXZ BPN TP2? ALM BEK KLR	Auster Piper DeHav. Cessna DeHav. DeHav. DeHav. DeHav. Cessna Cessna Cessna Kingfisher Auster DeHav. Piper Cessna	Mk.6A PA-22 94 Moth Minor 180 82 82 82 82 180 172 ES.57 Gilder J/1 g2 PA-25 180 180	25.02.62. 25.02.62. 26.02.62. 01.03.62. 02.03.62. 04.03.62. 05.03.62. 08.03.62. 11.03.62. 11.03.62. 13.03.62.	near Moorabbin near Busselton Rockley near Aukkland Downs Hawkins Creek near Casino near Cowra Townsville [aerodrome?] Murmungee Waihora near Jimbour Leadville Leadville	Moorabbin aerodrome S of Perth S of Bathurst Gunnedah near Horne Hill??? E of Mt.lsa Ingham Casino Cowra Townsville S of Albury near Eulo Proserpine near Dalby [DCA] N of Mudgee N of Mudgee	VIC WA NSW NSW QLD QLD VIC QLD QLD VIC QLD QLD NSW NSW NSW NSW NSW NSW NSW	PVT/Day PVT/Day Ag/Day	lifying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine failact to develop power when the throttle was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. 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. 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. It then stalled and struck the ground causing the undercarriage to collapse. Neported "Crashed" - no further details known; [c.G. Info] During take-off the starboard type beliew out when it struck a sharp stone on the surface of the airstrip. The aircraft roter during the subsequent landing. 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 the ground in a nose down attitude. 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 was not determined. 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. After touchdown, the inexperienced pilot was unable to maintain directional control and the aircraft ran into a swamp and overturned. The engine failed soon after take-off and the aircraft struck a tree during the forced landing. The pilot continued with a take-off and the aircraft struck a tree during the forced landing. The pilot had neglected to remove a rag which hands been placed over the aircscop. 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 hands been placed over the aircscop. Benorted "Crashed" - no further details known. [G.G. Info] During a climb a	Subst. Subst. Subst. Subst. Subst. Dest. Subst.	VH-RVA R.C. to VH-WEL 13.04.62.
GABUK C.A.C. CA-1B 12.04.62 Kallista N/E of Moorabbin VIC W/T/Day Loss of control INIXC Aircraft dived into the ground near Kallista and was destroyed. Pilot was rading driver Bon Flockhart. Dest. Formerly A68-173 /VH-LIVNB). Deltav. DHC-1 15.04.62. Brisbane Airport Brisbane Airport Brisbane Airport Brisbane Airport Brisbane Airport Aircraft dived into the ground near Kallista and was destroyed. Pilot was rading driver Bon Flockhart. Deltav. DHC-1 15.04.62. Insex Armidale Air Madale NSW Trng/Day Whilst attempting an aerobatic maneouvre at a low level the aircraft attailed, dived to the ground and burnt. Dest. Deltav. Bol. 16.04.62. Murrurundi S of Tamworth NSW Ag/Day The starboard undercarriage was from fif in rough ground and the aircraft overturned when the value of the ground and the aircraft overturned when the value of the ground and burnt. Deltav. Bol. 17.04.62. Murrurundi S of Tamworth NSW Ag/Day The starboard undercarriage was from fif in rough ground and the aircraft overturned when the value of the ground and the aircraft overturned when the value of the ground and the aircraft overturned when the value of the ground and the aircraft overturned when the value of the ground and the aircraft overturned when the value of the ground and the aircraft overturned when the value of the ground and value of the ground and the aircraft overturned when the value of the ground and value of the ground and value of the ground and the aircraft overturned when the value of the ground and value of the ground and value of the ground and value of the ground and value of the ground and the aircraft overturned when the value of the ground and value of the ground and value of the ground and value of the ground and value of the ground and value of the ground and value of the ground and value of the ground and value of the ground and value of the ground and value of the ground and value of the ground and value of the ground and value of the ground and value of the ground and value of the ground and value of the ground an	THT FAS SNP? SCF BXZ BPN TP2? ALM BEK KLR	Auster Piper DeHav. Cessna DeHav. DeHav. DeHav. DeHav. Cessna Cessna Cessna Kingfisher Auster DeHav. Piper Cessna	Mk.6A PA-22 94 Moth Minor 180 82 82 82 82 180 172 ES.57 Gilder J/1 g2 PA-25 180 180	25.02.62. 25.02.62. 26.02.62. 01.03.62. 02.03.62. 04.03.62. 05.03.62. 08.03.62. 11.03.62. 11.03.62. 13.03.62.	near Moorabbin near Busselton Rockley near Aukkland Downs Hawkins Creek near Casino near Cowra Townsville [aerodrome?] Murmungee Waihora near Jimbour Leadville Leadville	Moorabbin aerodrome S of Perth S of Bathurst Gunnedah near Horne Hill??? E of Mt.lsa Ingham Casino Cowra Townsville S of Albury near Eulo Proserpine near Dalby [DCA] N of Mudgee N of Mudgee	VIC WA NSW NSW QLD QLD VIC QLD QLD VIC QLD QLD NSW NSW NSW NSW NSW NSW NSW	PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Trng/Day Solo PVT/Day PVT/Day Ag/Day Trng/Day Trng/Day Trng/Day Trng/Day Ag/Day Trng/Day	lifying speed. 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During the take-off the pilot failed to correct a swing to port, the aircraft ground looped before coming to rest. During the take-off the pilot failed to correct a swing	Subst. Subst. Subst. Subst. Subst. Dest. Subst.	VH-RVA R.C. to VH-WEL 13.04.62.
GABUK CAC CA-18 12.06.52 Kallsts N/E of Moorabbin V/C PV//Day Loss of control in N/C Arcard drived into the ground near Kallista and was destroyed. Plict was racing drive Roon Flockbart Details and a revolving propeller after the engine had been shut down. Nil Detail 15.06.2. Berishane Airport Brisbane OLD RPT/ A ground attendant received serious injuries when he walked not near Armidale Armidale NSW Tring/Day (Dual) Detail 15.06.2. Near Armidale Armidale NSW Tring/Day (Dual) Cessna 180 16.04.62. Murrurundi Softamorth NSW Ag/Day The starboard undercarriage was form off in rough ground and burnt. Detail 15.06.2. Aberdeen N/W Singleton NSW Ag/Day The starboard undercarriage was form off in rough ground and the aircraft encountered rough ground and burnt. G? Cherokee II Glider 21.04.62. Walkerie aerodrome Walkerie 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. Cessna 180 24.04.62. Near Goulburn Goulburn NSW Ag/Day The aircraft became airborne and was flown to it's base where further damage occurred in NSW Reforms and was damaged to lot in how any after becoming airborne with the aircraft struck the ground. CDD Cessna 180 26.04.62. Daru PNG RPT/Day Whilst alternity in the aircraft struck in the protein struck shall be completed in the mergency planting. The aircraft failed to file to release in a winch launch because of non-standard release fittings. The cable was cut at the winch end but it sus secondaring the struck shall be aircraft struck the ground. The aircraft failed to release in a winch launch because of non-standard release fittings. The cable was cut at the winch end but it was recovering when it struck the ground. The aircraft failed to release in a winch launch because of non-standard release fittings. The cable was cut at the winch end but it was recovering when it struck the ground	FAS SNP? SCF BXZ BPN TPZ? ALM BEK KLR WFC/2 SMT	Auster Piper DeHav. Cessna DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. Cessna Cessna Kingfisher Auster DeHav. Piper Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna	Mk.6A PA-22 94 Moth Minor 180 82 82 82 180 177 ES.57 Gilder J/1 82 PA-25 180 180 HC-1	25.02.62. 25.02.62. 26.02.62. 01.03.62. 02.03.62. 03.03.62. 04.03.62. 08.03.62. 11.03.62. 11.03.62. 12.03.62. 13.03.62. 07.04.62. 07.04.62.	near Moorabbin near Busselton Rockley near Auckland Downs Hawkins Creek near Casino near Cowra Townsville [aerodrome?] Murmungee Waihora near Jimbour Leadville Leadville near	Moorabbin aerodrome S of Perth S of Bathurst Gunnedah near Home Hill??? E of Mt.Isa Ingham Casino Cowra Townsville S of Albury near Eulo Proserpine near Dalby [DCA] N of Mudgee N of Mudgee Wagga Btwm.Sydney and Coffs	VIC WA NSW QLD QLD QLD NSW QLD VIC QLD QLD QLD QLD QLD NSW NSW NSW NSW	PVT/Day Ag/Day Trng/Day Solo PVT/Day N/K Ag/Day Ag/Day Ag/Day Trng/Day N/K Ag/Day Trng/Day Day Ag/Day Trng/Day Trng/Day Trng/Day Trng/Day Trng/Day	lifying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine failed to develop power when thir throttle was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. 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. 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. 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Folker F-27 13.04.6.2 Brisbane Arrjort Brisbane OLD BPT/ A ground attendant received serious injuries when he walked into a revolving propeller after the engine had been shut down. DBI DeHav. DHC-1 15.04.6.2 near Armidale Armidale NSW Trng/Day Whilst attempting an aerobatic maneouvre at a low level the aircraft stalled, dived to the ground and burnt. Dest. Cessna 180 16.04.6.2 Murrurundi S of Tamworth NSW Ag/Day The starboard undercarriage was torn off in rough ground and the aircraft roverunded when the pilot lost directional control during a take-off. Subst. DeHav. 82 17.04.6.2 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 and form of the strip surface. G_? Cherokee II Glider 21.04.6.2 Walkerie aerodrome Walkerie S A 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 Subst. Cessna 180 24.04.6.2 near Blayney S of Orange NSW Ag/Day Town in the aircraft struck are geround. CDD Cessna 180 26.04.6.2 near Goulburn Goulburn NSW Ag/Day The aircraft became airborne and was flown to it's base where further damage occurred in the emergency landing. CDD Cessna 180 26.04.6.2 Daru PNG RPT/Day Whilst altempting an aerobatic maneouvre at a low level the aircraft section and varied from the aircraft struck are dige and the talkwheel were detached. WWC Consol. PBY-SA 26.04.6.2 Daru PNG RPT/Day Whilst altempting during gusty crosswind conditions a wave submerged the port wingtip and the aircraft swung violently. The hull was damaged best.	FAS SNP? SCF BXZ BPN TPZ? ALM BEK KLR WFC/2 SMT	Auster Piper DeHav. Cessna DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. Cessna Cessna Kingfisher Auster DeHav. Piper Cessna Cessna Cessna Cessna Cessna Cessna Cessna Cessna	Mk.6A PA-22 94 Moth Minor 180 82 82 82 180 177 ES.57 Gilder J/1 82 PA-25 180 180 HC-1	25.02.62. 25.02.62. 26.02.62. 01.03.62. 02.03.62. 03.03.62. 04.03.62. 08.03.62. 11.03.62. 11.03.62. 12.03.62. 13.03.62. 07.04.62. 07.04.62.	near Moorabbin near Busselton Rockley near Auckland Downs Hawkins Creek near Casino near Cowra Townsville [aerodrome?] Murmungee Waihora near Jimbour Leadville Leadville near	Moorabbin aerodrome S of Perth S of Bathurst Gunnedah near Home Hill??? E of Mt.Isa Ingham Casino Cowra Townsville S of Albury near Eulo Proserpine near Dalby [DCA] N of Mudgee N of Mudgee Wagga Btwm.Sydney and Coffs	VIC WA NSW QLD QLD QLD NSW QLD VIC QLD QLD QLD QLD QLD NSW NSW NSW NSW	PVT/Day Ag/Day Trng/Day Solo PVT/Day N/K Ag/Day Ag/Day Ag/Day Trng/Day N/K Ag/Day Trng/Day Day Ag/Day Trng/Day Trng/Day Trng/Day Trng/Day Trng/Day	lifying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine falled to develop power when the throttle was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. 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. 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. It then stalled and struck the ground causing the undercarriage to collapse. Reported "Crashed" no further details known. [G.G. info] During take-off the starboard tyre blew out when it struck a sharp stone on the surface of the airstrip. The aircraft roverturned during the subsequent landing. Whilst spraying a cane filed the aircraft collided with power lines, the existence of which was known to the pilot and the aircraft crashed to the ground in a nose down attitude. 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 was not determined. 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. After touchdown, the inexperienced pilot was unable to maintain directional control and the aircraft an into a swamp and overturned. 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 into a fence. During the stalled as on after take-off and the aircraft struck a tree during the forced landing. The pilot had neglected to remove a rag which had been placed over the aircscop. During the take-off truck port on the aircraft struck a power cable and then dived into the ground inverted. The pilot failed to adequately inspect the area prior to spraying operations. D	Subst. Subst.	VH-RVA R.C. to VH-WEL 13.04.62. Pilot: Graham HYLAND
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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 the ground in a nose down attitude. 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 was not determined. 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. After touchdown, the inexperienced pilot was unable to maintain directional control and the aircraft ran into a swamp and overturned. 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 into a fence. Properties of Crashed — no further details known. [6,6,6,1mfo] 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 inspect the area pirot to spraying operations. During the take-off run the port gear collapsed due to metal fatigue and the aircraft ground looped before	Subst. Subst. Subst. Subst. Subst. Dest. Subst. Dest. Dest. Dest. Dest. Dest. Dest. Dest. Dest. Dest.	VH-RVA R.C. to VH-WEL 13.04.62. Pilot: Graham HYLAND Date also reported as *10.04.62."
Cessna 180 24.04.62. near Blayney S of Orange NSW Ag/Day During take-off with an excessive lambfund the aircraft struck the ground. CDD Cessna 180 26.04.62. near Goulburn Goulburn NSW Ag/Day The aircraft hecame airborne and was flown to it's base where further damage occursed amaged which earlier struck the ground. Subst. CDD Cessna 180 26.04.62. near Goulburn Goulburn NSW Ag/Day The aircraft failed to climb away after becoming airborne, struck arige, and both undercraring leg gas and the talwheel were detached. The aircraft hecame airborne and was flown to it's base where further damage occursed amaged coursed amaged while strick. WWC Consol. 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. WHIST alighting during gusty crosswind conditions a wave submerged the port wingtip and the aircraft swung violently. The hull was damaged Dest.	FAS SNP? SCF BXZ BPN TP2? ALM BEK KLR WFC/Z SMT BOG G-ARUK	Auster Piper DeHav. Cessna DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. Cessna Cessna Cessna Cessna DeHav. Piper Cessna DeHav. Cessna DeHav. Cessna Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna	Mk.6A PA-22 94 Moth Minor 180 82 82 82 82 180 172 ES-57 Gilder J/1 82 PA-25 180 180 DHC-1 180 EP-9 CA-18 F-27 DHC-1 180	25.02.62. 25.02.62. 26.02.62. 01.03.62. 02.03.62. 04.03.62. 05.03.62. 08.03.62. 11.03.62. 13.03.62. 23.03.62. 31.03.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62.	near Moorabbin near Busselton Rockley near Aukkland Downs Hawkins Creek near Casino near Cowra Townsville [aerodrome?] Murmungee Walhora near Jimbour Leadville Leadville near into the sea ? near Glen innes Kalista Brisbane Alrport near Armidale Murrurundi	Moorabbin aerodrome S of Perth S of Perth Gunnedah Gunnedah near Home Hill?? E of Mt.lsa Ingham Cowra Townswille S of Albury near Eulo Proserpine near Dalby [DCA] N of Mudgee N of Mudgee Wagga Btwn.Sydney.and Coffs Gien Innes N/E of Moorabbin Brisbane Armidale S of Tamworth	VIC WA NSW QLD QLD NSW NSW QLD QLD QLD QLD QLD QLD QLD QLD QLD QLD	PVT/Day Ag/Day N/K Ag/Day	lifying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine failed to develop power when the throttle was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. 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. 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. It then stalled and struck the ground causing the undercarriage to collapse. Reported "Crashed" - no further details known. (G.G. Info) During take-off the starboard type blew out when it struck a sharp stone on the surface of the airstrip. The aircraft overturned during the subsequent landing. 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 the ground in a nose down attitude. The aircraft entered as spin and struck the ground after the engine failed during a crosswind climb after take-off. The cause of the power failure was not determined. 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. After touchdown, the inexperienced pilot was unable to maintain directional control and the aircraft an into a swamp and overturned. During an approach to land, the pilot allowed the gilder to stall in the final turn. The wingtip struck the ground and allowed the gilder to skid into a fence. The engine failed soon after take-off and the aircraft struck a power cable and then dived into the ground annual allowed the gilder to skid into a fence. 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 inspect the area prior to spraying operations. During the tak	Subst. Subst. Subst. Subst. Subst. Dest. Subst. Dest. Dest. Dest. Subst.	VH-RVA R.C. to VH-WEL 13.04.62. Pilot: Graham HYLAND Date also reported as *10.04.62."
Cessna 180 24.04.62. near Blayney S of Orange NSW Ag/Day Ouring take off with an excessive tailwind the aircraft struck a ridge and both undercrartage legs and the tailwheel were detached. Subst. CDD Cessna 180 26.04.62. near Goulburn Goulburn NSW Ag/Day The aircraft became airborne and was flown to it's base where further damples occurred in the emergency landing. The aircraft failed to climb away after becoming airborne, struck obstaclesage occurred in the emergency landing. WWC Consol. PBY-SA 26.04.62. Daru PNG RPT/Day Whilst aligning during gusty crosswind conditions by reducing the load carried. While aircraft savung violently. The hull was damaged Dest. Ag/Day The aircraft savung violently. The hull was damaged Dest.	FAS SNP? SCF BXZ BPN TFZ? ALM BEK KLR WFC/2 SMT BOG G-ARUK DBI	Auster Piper DeHav. Cessna DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. Cessna Cessna Cessna Cessna DeHav. Piper Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna	Mk.6A PA-22 94 Moth Minor 180 82 82 82 82 180 172 ES.57 Gilder J/1 82 PA-25 180 180 180 180 180 180 180 18	25.02.62 25.02.62. 26.02.62. 01.03.62. 02.03.62. 03.03.62. 05.03.62. 05.03.62. 11.03.62. 13.03.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62.	near Moorabbin near Busselton Rockley near Aukkand Downs Hawkins Creek near Casino near Cowra Townsville [aerodrome?] Murmungee Walhora Inear Jimbour Leadville Leadville near into the sea ? near Glen Innes Kallista Brisbane Airport near Armidale Murrurundi Aberdeen	Moorabbin aerodrome S of Perth S of Perth Gunnedah near Home Hill??? E of Mt.Isa Ingham Casino Cowra Townsville S of Albury near Eulo Proserpine near Dalby [DCA] N of Mudgee N of Mudgee N of Mudgee Wagga Btwn.Sydney and Coffs Glen Innes N/E of Moorabbin Brisbane Armidale S of Tamworth N/W Singleton	VIC WA NSW QLD QLD NSW NSW QLD QLD QLD QLD QLD QLD QLD QLD QLD QLD	PVT/Day Ag/Day N/K Ag/Day PVT/Day N/K Ag/Day lifying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine failed to develop power when the throttle was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. During a forced landing in a field of insufficient lenght the aircraft collided with a fence. A piston failure was the cause of the loss of power. 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. It then stalled and struck the ground causing the undercarriage to collapse. Reported "Crashed" - no further details known. (G.G. Info) During take-off the starboard type blew out when it struck a sharp stone on the surface of the airstrip. The aircraft overturned during the subsequent landing. Whilst spraying a carne field the aircraft collided with power lines, the existence of which was known to the pilot and the aircraft crashed to the ground in a nose down attitude. The aircraft entered as spin and struck the ground after the engine failed during a crosswind climb after take-off. The cause of the power failure was not determined. 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. After touchbown, the inexperienced pilot was unable to maintain directional control and the aircraft stalled at a low height and burned. After touchbown, the inexperienced pilot was unable to maintain directional control and the aircraft stalled at a low height and burned. After touchbown, the inexperienced pilot was unable to maintain directional control and the aircraft stalled at a low height and burned. After touchbown, the inexperienced pilot was unable to maintain directional control and the aircraft stalled at no low the pilot ailed to adequately undercarriage collapsed. During a climb after the first spray run the aircraft struck a power c	Subst. Subst.	VH-RVA R.C. to VH-WEL 13.04.62. Pilot: Graham HYLAND Date also reported as *10.04.62."	
The aircraft became airborne and was flown to it's base where further damage occurred in the emergency landing. CDD Cessna 180 26.04.62. near Goulburn Goulburn NSW Ag/Day The aircraft selded to demb away after becoming airborne, struck obstacles and was damaged while striped. MWC Consol. PBY-SA 26.04.62. Daru PNG RPT/Day Whilst alignting during gusty crosswind conditions a wave submerged the port wingtip and the aircraft swung violently. The hull was damaged Dest. WING Ag/Day The aircraft became airborne and was flown to it's base where further damaged while striped. The aircraft became airborne and was flown to it's base where further damaged while striped. Subst. WHIST alignting during gusty crosswind conditions a wave submerged the port wingtip and the aircraft swung violently. The hull was damaged Dest.	FAS SNP? SCF BXZ BPN TFZ? ALM BEK KLR WFC/2 SMT BOG G-ARUK DBI	Auster Piper DeHav. Cessna DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. Cessna Cessna Cessna Cessna DeHav. Piper Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna	Mk.6A PA-22 94 Moth Minor 180 82 82 82 82 180 172 ES.57 Gilder J/1 82 PA-25 180 180 180 180 180 180 180 18	25.02.62 25.02.62. 26.02.62. 01.03.62. 02.03.62. 03.03.62. 05.03.62. 05.03.62. 11.03.62. 13.03.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62.	near Moorabbin near Busselton Rockley near Aukkand Downs Hawkins Creek near Casino near Cowra Townsville [aerodrome?] Murmungee Walhora Inear Jimbour Leadville Leadville near into the sea ? near Glen Innes Kallista Brisbane Airport near Armidale Murrurundi Aberdeen	Moorabbin aerodrome S of Perth S of Perth Gunnedah near Home Hill??? E of Mt.Isa Ingham Casino Cowra Townsville S of Albury near Eulo Proserpine near Dalby [DCA] N of Mudgee N of Mudgee N of Mudgee Wagga Btwn.Sydney and Coffs Glen Innes N/E of Moorabbin Brisbane Armidale S of Tamworth N/W Singleton	VIC WA NSW QLD QLD NSW NSW QLD QLD QLD QLD QLD QLD QLD QLD QLD QLD	PVT/Day Ag/Day N/K Ag/Day PVT/Day N/K Ag/Day lifying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine failact to develop power when the throttle was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. 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. 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. It then stalled and struck the ground causing the undercarriage to collapse. Neported **Crashed** - no further details known. (6.6. Info) During take off the starboard type beliew out when it struck a sharp stone on the surface of the airsraft, overturned during the subsequent landing. 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 the ground in a nose down attitude. 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 was not determined. 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. After touchdown, the inexperienced pilot was unable to maintain directional control and the aircraft strain into a swamp and overturned. 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 into a fence. 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 hash been placed over the aircsop. The engine failed soon after take-off and the aircraft struck a power cable and then dived into the ground inverted. The pilot failed to adequately inspect the area piror to spraying operations.	Subst. Subst.	VH-RVA R.C. to VH-WEL 13.04.62. Pilot: Graham HYLAND Date also reported as *10.04.62."	
meglected to allow for increasing tail wind and air temperature conditions by reducing the load carried. WC Consol. PBY-5A 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. and the aircraft saml.	FAS SNP? SCF BXZ BPN TFZ? ALM BEK KLR WFC/2 SMT BOG G-ARUK DBI	Auster Piper DeHav. Cessna DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. Cessna Cessna Cessna Cessna DeHav. DeHav. DeHav. DeHav. DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna	Mk.6A PA-22 94 Moth Minor 180 82 82 82 82 180 177 ES.57 Glider J/1 180 BP-9 CA-18 FP-9 CA-18 F-27 DHC-1 180 82 Glider	25.02.62. 25.02.62. 26.02.62. 01.03.62. 02.03.62. 03.03.62. 05.03.62. 05.03.62. 11.03.62. 11.03.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62.	near Moorabbin near Busselton Rockley near Aukkland Downs Hawkins Creek near Casino near Cowra Townsville [aerodrome?] Murmungee Walhora near Jimbour Leadville Leadville near into the sea ? near Glen Innes Källista Brisbane Airport near Armidale Murrurundi Aberdeen Waikerie aerodrome	Moorabbin aerodrome S of Perth S of Bathurst Gunnedah near Home Hill??? E of Mt.lsa lngham Casino Cowra Townsville S of Albury near Eulo Proserpine near Dalby [DCA] N of Mudgee N of Mudgee Wagga Stwn.Sydney and Coffs Glen Innes N/E of Moorabbin N/E of Moorabbin Armidale S of Tamworth N/W Singleton Walkerie	VIC WA NSW QLD QLD QLD NSW NSW QLD QLD QLD QLD QLD QLD QLD QLD QLD NSW NSW NSW NSW NSW NSW NSW NSW NSW NSW	PVT/Day Ag/Day Trng/Day N/K Ag/Day PVT/Day N/K Ag/Day Ag/Day Ag/Day Trng/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day Ag/Day PVT/Day Ag/Day	lifying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine failed to develop power when thr throttle was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. 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. 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. It then stalled and struck the ground causing the undercarriage to collapse. Neported **Crashed** - no further details known; [6, 6, Info] During take-off the starboard type belie out when it struck a sharp stone on the surface of the airstrip. The aircraft roterured during the subsequent landing. 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 the ground in a nose down attitude. 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 was not determined. 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. After touchdown, the inexperienced pilot was unable to maintain directional control and the aircraft strain into a swamp and overturned. During an approach to land, the pilot allowed the gilder to stall in the final turn. The wingtip struck the ground and allowed the gilder to skid into a fence. 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 hash been placed over the aircscop. The engine failed soon after take-off and the aircraft struck a power cable and then dived into the ground inverted. The pilot failed to adequately inspect the aircraft was prior to	Subst. Subst.	VH-RVA R.C. to VH-WEL 13.04.62. Pilot: Graham HYLAND Date also reported as *10.04.62."
WWC Consol. 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. and the aircraft sawle.	FAS SNP? SCF BXZ BPN TPZ? ALM BEK KLR WFC/2 SMT BOG G-ARUK DBI	Auster Piper DeHav. Cessna DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. Cessna Cessna Cessna DeHav. Piper Cessna Percival Cessna DeHav. Cessna DeHav. Cessna Cessna DeHav. Cessna Cessna DeHav. Cessna Cessna DeHav. Cessna Cessna DeHav. Cessna Cessna DeHav. Cessna Cessna DeHav. Cessna	Mk.6A PA-22 94 Moth Minor 180 82 82 82 82 180 177 ES.57 Glider J/1 180 BP-9 CA-18 FP-9 CA-18 F2-27 DHC-1 180 82 Glider 180	25.02.62. 25.02.62. 26.02.62. 01.03.62. 02.03.62. 03.03.62. 04.03.62. 05.03.62. 08.03.62. 11.03.62. 11.03.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 12.04.62. 11.04.62. 12.04.62. 12.04.62.	near Moorabbin near Busselton Rockley near Aukkland Downs Hawkins Creek near Casino near Cowra Townsville [aerodrome?] Murmungee Walhora near Jimbour Leadville Leadville near into the sea ? near Gien Innes Kallista Brisbane Airport near Armidale Murrurundi Aberdeen Waikerie aerodrome near Blayney	Moorabbin aerodrome S of Perth S of Bathurst Gunnedah near Home Hill??? E of Mt.Isa Ingham Casino Cowra Townsville S of Albury near Eulo Proserpine near Dalby [DCA] N of Mudgee Wagga Btwm.Sydney and Coffs Gien Innes N/E of Moorabbin Brisbane Armidale S of Tanworth N/W Singleton Walkerie S of Orange	VIC WA NSW QLD QLD QLD QLD QLD QLD QLD QLD QLD QLD	PVT/Day Ag/Day Trng/Day N/K Ag/Day PVT/Day N/K Ag/Day Ag/Day Ag/Day Trng/Day Ag/Day Trng/Day Ag/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day	lifying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine failed to develop power when the throttle was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. 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. 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. It then stalled and struck the ground causing the undercarriage to collapse. Reported "Crashed" - no further details known. (6.6. info) During take-off the starboard type beliew out when it struck a sharp stone on the surface of the airstrip. The aircraft overturned during the subsequent landing. Whilsts spraying a cane field the aircraft collided with power lines, the existence of which was known to the pilot and the aircraft crashed to the ground in a nose down attitude. 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 was not determined. 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. After touchdown, the inexperienced pilot was unable to maintain directional control and the aircraft stalled at a low height and burned. After touchdown, the inexperienced pilot was unable to maintain directional control and the aircraft struck a bree during the forced landing, The pilot had neglected to remove a rag which had been placed over the aircscope. During the Take-off number of aircraft struck a power cable and then dived into the ground and allowed the gilder to skid into a fence. During the take-off in the port gear collapsed due to metal fatigue and the aircraft ground looped before coming to rest. During the take-off the pilot faile	Subst. Subst. Subst. Subst. Subst. Subst. Dest. Subst. Dest. Dest. Subst.	VH-RVA R.C. to VH-WEL 13.04.62. Pilot: Graham HYLAND Date also reported as *10.04.62."
and the aircraft sank.	FAS SNP? SCF BXZ BPN TPZ? ALM BEK KLR WFC/2 SMT BOG G-ARUK DBI	Auster Piper DeHav. Cessna DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. Cessna Cessna Cessna DeHav. Piper Cessna Percival Cessna DeHav. Cessna DeHav. Cessna Cessna DeHav. Cessna Cessna DeHav. Cessna Cessna DeHav. Cessna Cessna DeHav. Cessna Cessna DeHav. Cessna Cessna DeHav. Cessna	Mk.6A PA-22 94 Moth Minor 180 82 82 82 82 180 177 ES.57 Glider J/1 180 BP-9 CA-18 FP-9 CA-18 F2-27 DHC-1 180 82 Glider 180	25.02.62. 25.02.62. 26.02.62. 01.03.62. 02.03.62. 03.03.62. 04.03.62. 05.03.62. 08.03.62. 11.03.62. 11.03.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 12.04.62. 11.04.62. 12.04.62. 12.04.62.	near Moorabbin near Busselton Rockley near Aukkland Downs Hawkins Creek near Casino near Cowra Townsville [aerodrome?] Murmungee Walhora near Jimbour Leadville Leadville near into the sea ? near Gien Innes Kallista Brisbane Airport near Armidale Murrurundi Aberdeen Waikerie aerodrome near Blayney	Moorabbin aerodrome S of Perth S of Bathurst Gunnedah near Home Hill??? E of Mt.Isa Ingham Casino Cowra Townsville S of Albury near Eulo Proserpine near Dalby [DCA] N of Mudgee Wagga Btwm.Sydney and Coffs Gien Innes N/E of Moorabbin Brisbane Armidale S of Tanworth N/W Singleton Walkerie S of Orange	VIC WA NSW QLD QLD QLD QLD QLD QLD QLD QLD QLD QLD	PVT/Day Ag/Day Trng/Day N/K Ag/Day PVT/Day N/K Ag/Day Ag/Day Ag/Day Trng/Day Ag/Day Trng/Day Ag/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day	lifying speed. The aircraft struck a fence, ran into soft ground and overturned. The engine falled to develop power when thr throttle was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. 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. 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. It then stalled and struck the ground causing the undercarriage to collapse. Reported "Crashed" - no further details known; (G.G. Info) During take-off the starboard type tible wout when it struck a sharp stone on the surface of the airstrip. The aircraft coverturned during the subsequent landing. 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 the ground an anose down attitude. 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 was not determined. 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. After touchdown, the inexperienced pilot was unable to maintain directional control and the aircraft san into a swamp and overturned. 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 into a fence. 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 had been placed over the aircraft struck a power cable and then dived into the ground and allowed the glider to skid into a fence. The engine failed soon after take off and the aircraft struck a power cable and then dived	Subst. Subst. Subst. Subst. Subst. Subst. Dest. Subst. Dest. Dest. Subst.	VH-RVA R.C. to VH-WEL 13.04.62. Pilot: Graham HYLAND Date also reported as *10.04.62."
RMIK Vickers 812 13.05.62. Sydney airport NSW RPT/ "Damaged when it overshot the runway on landing in beavy rain." Subst.	FAS SNP? SCF BXZ BPN TP2? ALM BEK KLR WFC/2 SMT BOG G-ARUK DBI	Piper DeHav. Cessna DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. DeHav. Cessna Kingfisher Auster DeHav. Piper Cessna Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna DeHav. Cessna	Mk.6A PA-22 94 Moth Minor 180 82 82 82 82 180 177 ES.57 Gilder J/1 82 PA-25 PA-25 PA-25 DHC-1 180 EP-9 CA-18 E-27 DHC-1 180 82 Gilder 180 180 180 180 180 180	25.02.62. 25.02.62. 26.02.62. 01.03.62. 02.03.62. 03.03.62. 04.03.62. 05.03.62. 11.03.62. 11.03.62. 11.03.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 11.04.62. 12.04.62. 12.04.62. 12.04.62. 12.04.62. 12.04.62. 12.04.62. 12.04.62. 12.04.62. 12.04.62. 12.04.62. 12.04.62.	near Moorabbin near Busselton Rockley near Auckland Downs Hawkins Creek near Casino near Cowra Townsville [serodrome?] Murmungee Waihora near Jimbour Leadville Leadville Leadville near into the sea ? near Glen Innes Kallista Brisbane Airport near Amidale Murrurundi Aberdeen Waikerie aerodrome near Blayney near Goulburn	Moorabbin aerodrome S of Perth S of Bathurst Gunnedah near Home Hill??? E of Mt.Isa Ingham Casino Cowra Townsville S of Albury near Eulo Proserpine near Dalby [DCA] N of Mudgee Wagga Btwm.Sydney and Coffs Gien Innes N/E of Moorabbin Brisbane Armidale S of Tanworth N/W Singleton Walkerie S of Orange	VIC WA NSW OLD QLD QLD QLD QLD QLD QLD QLD QLD QLD Q	PVT/Day Ag/Day PVT/Day N/K Ag/Day Ag/Day Trng/Day Solo PVT/Day N/K Ag/Day Ag/Day Trng/Day Trng/Day Trng/Day Trng/Day Trng/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day	lifying speed. The aircraft strucks a fence, ran into soft ground and overturned. The engine failed to develop power when the throtted was opened at the conclusion of a simulated forced landing and the aircraft collided with two fences and overturned. The cause of the power failure was not determined. During a forced landing in a field of insufficient lenght the aircraft collided with two fences and overturned. The cause of the loss of power. The pilot was forced to avoid a horse which had moved onto the take-off path and in doing so the aircraft became prematurely airhome. It then stalled and struck the ground causing the undercarriage to collapse. Reported "Crashed" - no turther details known. [6,6, Info] During take-off the starboard type leve out when it struck a sharp stone on the surface of the aircraft cortinued uting the subsequent landing. 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 the ground in a nose down attitude. 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 was not determined. The pairc continued with a take-off after veering off the strip, and in attempting to avoid a tree, the aircraft struck and the aircraft collided with a fence. 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 into a fence. 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 had been placed over the aircscope. Reported "Crashed" — no further details known. [6,6, Info] During a climb after the first spray run the aircraft struck a prover cable and then dived into the ground inverted. The pilot failed to adequately inspect the erae prior to spraying operations. During the take-off run the port gear collapsed due to metal failigue and t	Subst. Subst.	VH-RVA R.C. to VH-WEL 13.04.62. Pilot: Graham HYLAND Date also reported as *10.04.62."
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UEL	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.
	Cessna	180	02.06.62.	Andamooka (A/D?)	Andamooka	SA	PVT/day	Whilst landing in strong crosswind conditions, the aircraft ground looped and the starboard undercarriage leg collapsed.	Subst.	
AMQ	Dornier	DO-27	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.	
TOR	Auster	J/5B	15.06.62.	Denman	Mangoola ???	NSW	AWK/Other	While the pilot was carrying out a gliding turn during low level photography operations, the aircraft stalled and struck the ground.	Subst.	S/W of Muswellbrook
BDC/2	Miles	Gemini	21.06.62.	near	Albany	WA	PVT/Day	Shortly after take-off the starboard engine failed when an ignition control rod became disconnected. The forced landing was made on rough terrain with the landing gear retracted.	Subst.	
BRI	Consol.	PBY-5A	08.07.62.	off Hayman Island		NSW	n/a	The aircraft sank at it's morning.		
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.
ВТР	DeHav.	82	20.07.62.	Carnamah		WA		Reported "Blown over in wind storm". Struck off Register 08.01.63.	Subst.	G.Goodall info.
RDT	Cessna	175C	24.07.62.	160 n/m. SE Ethel Creek station	N/E of Newman	WA		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.	Info courtesy of Geoff Goodall.
								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		
MOB/2	Piper	PA-22	25.07.62.	Eaglesfield Homestead	near ???	QLD	CHTR/Day	a non-geared Continental O-300 engine. It was subsequently re-registered VH-SEA. The pilot was forced to land on unsuitable terrain due to engine failure and the aircraft collided with trees. The failure of the engine was due	Subst.	Also reported as Eaglefield.
								to a broken exhaust valve.		
FBZ	Percival	EP-9	30.07.62.	near	Walcha	NSW	Ag/Day	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 terrain.	Dest.	
	Cessna	172 180	31.07.62. 04.08.62.	Goulburn aerodrome	Gouldburn W of Ballarat	NSW	CHTR/Day	When taxying in strong crosswind conditions on terrain which sloped to leeward, the aircraft was overturned by a gust of wind.	Subst. Subst.	
	Cessna			near Skipton		VIC	Ag/Day	While operating the hopper control to free compacted fertiliser, the pilot allowed the aircraft to strike a power cable which sheared off the 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	Nr.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 egde structure and the aircraft	Dest.	
								crashed to the ground and burnt.		
	Kingfisher	ES/57	26.08.62.	near Inverell aerodrome	Inverell	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	Camden	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- surfaces.	Subst.	
	Auster	J/1	27.08.62.	Burra	S/E of Port Pirie	SA	PVT/Day	Whilst taxying to the take-off position, the aircraft encountered strong crosswind gusts and overturned.	Subst.	
	Kookaburra	ES/52	04.09.62.	near Benalla aerodrome	Benalla	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	DeHav.	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>	
					Wall come			collapsed.		
BWL DMA/2?	Cessna Piper	172B PA-24	10.09.62. 14.09.62.	Kangaroo Island Mount Isa aerodrome	Mount Isa	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] The engine was hand started without chocks, with the brakes off but with tie down ropes attached and the aircraft was unoccupied. When the	Subst. Subst.	
								engine started the aircraft moved forward breaking the tie down ropes allowing the propeller and wing to strike fuel drums.		
	Cessna	172	19.09.62.	Hoxton Park aerodrome	Hoxton Park	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 CA-6	19.09.62.	Camden aerodrome	Camden	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 control. The aircraft ground looped and the starboard undercarriage collapsed.	Subst.	
RVN/2	Cessna	172	22.09.62.	Cooranbong	S/E Singleton	NSW	PVT/Day	An inexperienced pilot attempted a short distance take-off using an improper technique. Shortly after becoming airborne the aircraft stalled	Subst.	
BCE	DeHav.	82	23.09.62.	near West Wyalong	West Wyalong	NSW	Ag/Day	and collided with trees at the edge of the strip. 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		
				, -				ground.		
CAH	DeHav.	82	23.09.62.	Malahang	[also reported as "at Lae"]	PNG	Trng/Day Dual	In 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 plantation. The reason for the power failure has not been determined.	Dest.	
	DeHav.	82	26.09.62.	near Gatton	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	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	DeHav.	CA-28 DHC-1	06.10.62.	Whyalla aerodrome	Whyalla	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.
OL1/2				•	·		Solo	power . During an attempt to turn back to the runway the pilot lost control and the aircraft struck the ground and cartwheeled.		Distriction reports the date as 07.10.02.
RGW	Piel DeHav.	Emeraude DHC-1	06.10.62. 14.10.62.	Kingsford- Smith Airport near Katanning	Sydney S of Wagin	NSW WA	PVT/Day PVT/Day	The aircraft overturned when the pilot attempted to taxy 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.	
				_				heavily in a nose-down attitude.		
DBS RVB	Cessna DeHav.	182[E] 82	15.10.62. 17.10.62.	Bookara Moorabbin aerodrome	near Geraldton Moorabbin	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.	
							Dual	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.	L	
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	The aircraft was substantially overloaded and, after taking off, it crashed into rising terrain about one mile from the aerodrome.	Dest.	
KAL	Auster	J/5B	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[sic]	S/E Armidale	NSW	Ag/Day	The port brake linkage became disconnected and the aircraft ground looped on landing thus causing the port undercarriage to collapse.		Location 'Yarrowitch'.
KBV	Auster	J/1B	18.11.62.	near Mittagong	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	Whilst engaged in unauthorised low flying, the undercarriage caught in a power cable which the pilot did not see and the aircraft dived into		
TVP/Q	Vickers	Viscount 816	23.11.62.	[also 'Ganmain' = AHSA] Melbourne [Essendon]	Melbourne	VIC	PVT/Day	the ground. The pilot misused the propeller controls during the pre-take-off engine power check and thereby caused excessive gas temperstures which	Subst.	[Aircraft was on post maintenance test flight. Pilot 'Pappy' Boyd.]
				Airport.	2007 222			damaged the turbines. When the pilot attempted to alight downwind he misjudged the landing hold-off and the flying boat touched down with a severe impact		
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	DeHav.	82	25.11.62.	near Cambridge [also Mt.Cambridge = J.S.]	Cambridge	TAS	PVT/Day	The pilot failed to arrest the descent when he encountered a downdraught during a simulated forced landing. The aircraft struck rising ground and the undercarriage collapsed.	Subst.	[J.S. reports date as '20.11.62.]
	Piper	PA-22	25.11.62.	near Tara	nr. Longreach	QLD	PVT/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.	Subst.	
BQJ	Cessna	180	27.11.62.	Alexandra **	see remark	VIC	Ag/Day	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 ground in an inverted position.	Dest.	DCA report states accident location as 'Alexandra' however the accident occurred at Colac'. Alexandra was the departure point. Article from local Colac paper confirms.
	Hutter	17	01.12.62.	Oakey	near Ipswitch	QLD	PVT/Day	The pilot misjudged the approach and the glider touched down short of the intended landing area where it struck a drainage bank and	Subst.	в нее не верение решин вее имп имп мин риры миним
\vdash	DeHav.	Glider 82	11.12.62.	near Cootamundra	Cootamundra	NSW	Ag/Day	overturned. 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	Subst.	
\vdash					Waikerie			filter not being checked at the last maintenance inspection of the aircraft thus leading to the presence of water in the filter and carburettor.		
	Granau IV	Baby Glider	12.12.62.	Waikerie aerodrome	waikerie	SA	PVT/Day	Following a high approach for landing, the pilot levelled out and retracted the spoilers. The glider ballooned and when the pilot over-corrected it struck the ground in a nose-down position and overturned.	Subst.	
СВА	Cessna	172[B]	13.12.62.	Canberra aerodrome	Canberra	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.	
	Cessna	180	13.12.62.	near Scone	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?	DeHav.	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	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.	
							1	disoriented. The aircraft was seen to emerge from low cloud and strike the ground while the engine was operating under high power.	!	

	Swallow	Sailplane	15.12.62.	near Mt.Isa aerodrome	Mt.Isa	QLD	PVT/Day	Whilst manoeuvring to lose height on approach, the pilot allowed the aircraft to stall. Recovery from the stall was not effected in sufficient time to prevent a landing in a tree.	Subst.	
	DeHav.	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	Subst.	
INN/2	Bell	47J	20.12.62.	Melbourne [Essendon] Airport	Melbourne	VIC	AWK/Other	power was probably due to a defective fuel lock opening. [?] 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.	
SNA?	Auster	J/5B	24.12.62.	Richmond aerodrome	Richmond	QLD	PVT/day	caught fire. During the landing the aircraft bounced and the pilot's recovery action resulted in the aircraft overturning.	Subst.	
	C.A.C.	CA-28	29.12.62.	Flinders Island [aerodrome?]	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 aircraft settled onto the ground again and the undercarriage was torn off when it ran through a second drain which was obscured by grass.	Subst.	
SSA	DeHav.	82	02.01.63.	near Mingay	near???	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	near???	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	Subst.	
GAS	DeHav.	83	12.01.63.	Rockdale Station, Yanco.	Narrandera	NSW	PVT/Day	fence could not be avoided. 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).
	Kookaburra	Fox Moth Mk.II	12.01.63.	Lake Bathurst	near???	NSW	AWK/Trng	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	Subst.	
BTD?	DeHav.	Glider 82	13.01.63.	Ballarat [aerodrome?]	Ballarat	VIC	Dual Ag/Day	when a landing from a low speed was attempted. The pilot carried out a flight in strong gusty wind conditions and whilst taxying after landing the aircraft was blown over.	Subst.	
RDI	Cesna	172B	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	DeHav.	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	Subst.	
AZE	DeHav.	82	20.01.63.	Archerfield aerodrome		QLD	N/K	of an inexperienced pilot until it struck the ground. Reported "Crashed". Struck off the Register.20.01.63.		
ТНВ	Hiller	12C	21.01.63.	Jow	West Irian	N/A	CHTR/Day	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 main rotor blade severed the tail boom.	Subst.	
BWJ	Cessna	172	25.01.63.	near Robertstown	near??	SA	PVT/Day	Whilst making a low level inspection of an intended landing area, engine power failed probably because of foreign matter in the carburettor and the aircraft collided with a tree.	Subst.	
UEK/2	DeHav.	DHC-1	28.01.63.	into the sea off Tumby Bay	Tumby Bay	SA	PVT/Day	After flying low over a group of people on a beach, the aircraft turned back towards them and the wingtip struck the water.	Dest.	
BDF PAZ	DeHav. Piper	82 PA-28[-160B]	31.01.63. 01.02.63.	near Armidale near Coonabarabran	Armidale Coonabarabran	NSW NSW	Ag/Day PVT/Day	The pilot lost directional control on landing and decided to go around at a late stage. The aircraft collided with the boundary fence. Whilst engaged in unauthorised low flying in following a motor car tour, the aircraft collided with power transmission lines crossing the road	Subst. Dest.	
DEL?	DeHav.	82	02.02.63.	near Ayr	Ayr	QLD	Ag/Day	and crashed to the ground. Whilst turning between spray runs the pilot lost sight of a known obstructing tree, with which the aircraft then collided.	Subst.	
BSP BJW	DeHav. DeHav.	DHC-1 82	02.02.63. 07.02.63.	Tumby Bay near Gunnedah	Tumby Bay Gunnedah	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.	
BPM	Cessna	180	08.02.63.	near Scone	Scone	NSW	Ag/Day 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	Young	NSW	Ag/Day	be determined. A brake master cylinder bracket failed during a cross-wind take-off, depriving the pilot of brake pressure and the aircraft ground looped	Subst.	[J.S. reportes crash date as 08.03.63.]
FWP	Cessna	180[C]	17.02.63.	Walcha [aerodrome?]	Walcha	NSW	Ag/Day	collapsing the undercarriage. Engine power failed for reasons which could not be determined, when the aircraft had just taken off. The undercarriage collapsed and the	Dest.	
DLR		PA-18	19.02.63.		Bridport		N/A	aircraft caught fire in the ensuing landing in rought terrain.	Subst.	
RWO	Piper Cessna	182	23.02.63.	Bridport aerodrome near Pithara	N of Wongan Hills	TAS WA	PVT/Day	An unlicensed pilot stole the aircraft and it overturned when he lost control of it whilst taxying. 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	Subst.	
BKS	DeHav.	82	01.03.63.	Three Springs		WA	Ag/Day	ground which, with the application of brakes, caused the nosewheel strut to collapse and the aircraft to overturn. Reported "Crashed".	Subst.	Wreck purchased by G.Goodall.
	Piper	PA-22	10.03.63.	Albury aerodrome	Albury	NSW	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	in a demonstration of a "wheeler" type landing the pilot maintained a tail high attitude and heavy wheel braking too long, and the aircraft overturned.	Subst.	
GAH	Cessna	172B	16.03.63.	near Canberra	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	Dest.	
ABM	Cessna	170B	16.03.63.	near Wanigela		PNG	PVT/Day	transmission cables. Engine power failed when the tungsten tips separated from the ignition contact breaker points and the aircraft overturned during the	Subst.	
BYQ	Auster	J/5B	16.03.63.	Ambalindum Homestead	near Alice Springs	NT	PVT/Day	subsequent forced landing in high kunai grass. 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).
	DeHav.	82	25.03.63.	West Sale aerodrome	West Sale	VIC		collided with a *truck crossing the strip.	Subst.	Track reported to be a dodale deek stock serial dulier. (d. dodalari into).
		210A	30.03.63.	near Morven	near Charleville		Ag/Day	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 back.		
	Cessna					QLD	CHTR/Day	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.	Subst.	
	ES-56	Nymph (Glider)	31.03.63.	Benalla aerodrome	Benalla	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	DeHav.	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 MWN	Zlin DeHav.	126 Trener II 82	01.04.63. 01.04.63.	Bankstown aerodrome Bankstown aerodrome	Bankstown Bankstown	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.	
1414414	Deridy.	92	01.04.03.	pankstown detoutome	Dankstown	INDW	. vi/Day	in attempting to close down the engine in a parked position the pilot simultaneously turned off the gintion switches and opened the findroute. Because one magneto 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-FX8]	Juust.	
	Piper	PA-18A	07.04.63.	near Tooma	E of Albury		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.	Subst.	
	Cessna	180	08.04.63.	near Walcha	Walcha	NSW	Ag/Day	After landing downwind and downhill on a wet grass covered strip the pilot found his wheel brakes ineffective and deliberately ground looped the aircraft collapsing the undercarriage.	Subst.	
WPP DCM	DeHav. Percival	82 EP.9	08.04.63. 09.04.63.	near Gatton near Blandford	S of Quirindi	QLD NSW	Ag/Day Ag/Day	Reported "Crashed" 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	Dest.	Pilot injured. (G.goodall info.)
	Beech	35	15.04.63.	Bankstown aerodrome	Bankstown	NSW	PVT/Day	Journal of the control 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	Subst.	
AHM	DeHav.	82	28.04.63.	near Brunswick Junction	W of Collie	WA	PVT/Day	the aircraft collided with a canal bank. The cause of the lack of fuel supply has not been determined. 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	Subst.	Actual date reported as 27.04.63. via G.Goodall
-	Cessna	180	29.04.63.	near Weabonga	S/E Tamworth	NSW	Ag/Day	elevator control and the aircraft overturned. 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.	Subst.	
KAE	Auster	J/2	01.05.63.	near Bigga	S/E Cowra	NSW	PVT/Day	The pilot applied starboard brake to hold the aircraft straight but it overturned. 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.
AL		Mk IV						ourning a precadulurary antiuming decades or unverse weather the prior instance a go-around at a rate stage and the art art staned and struck the ground during an attempt to avoid rising terrain. 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		
	Kookaburra	(Glider)	20.05.63.	Stonefield	N/E Elizabeth	SA	Trng/Day Dual	of the aircraft to prevent a heavy landing.	Subst.	
WFQ?	DeHav.	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.	near Apollo Bay	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.	
BVL	Cessna	180	03.06.63.	Efogi		PNG	CHTR/Day	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 ditch and embankment.		
RSJ	DeHav.	DHC-1	17.06.63.	near Bringelly	S/W Sydney	NSW	Trng/Day	The aircraft was seen to enter a spin during a flight on which recovery from spins was to be practiced. Recovery was not effected for reasons which have not been determined and the aircraft struck the ground.	Subst.	
RBL	Cessna	185	20.06.63.	near Trayning	N Kellerberrin	WA	Ag/Day	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.	
							L	waterlogged area which could not be seen from the air.	1	

BRE	Short	S.25 Sandringham	03.07.63	Off Lord Howe Island	I	QLD	1	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.	Dest.	Geoff Goodall info.
WFH	DeHav.	DHC-1T	13.07.63.	Uranquinty	W of Wagga Wagga	NSW	PVT/Day	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.	S.O.R. 14.07.63.
								harrow.		
BFC	Piper	PA-2[2]-150	17.07.63.	near Stawell	Stawell	VIC	Ag/Day	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 and trees beyond the end of the strip.	Subst.	Actual type PA-25-150. (via G.Goodall).
GWG	Cessna	180[C]	18.07.63.	Tabrabucca	S/E Mudgee	NSW	Ag/Day	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.	
								airspeed but crashed into a gully in a partly stalled condition.		
MDW	Cessna	185	28.07.63.	Grandimok Mission	A A - Miles of	PNG	PVT/Day	The aircraft overturned after landing when the wheels entered an undetected soft area on a newly constructed strip.	Subst.	
RAT DUB	Cessna	180 Super Aero 145	07.08.63. 09.08.63.	near Maitland Camden aerodrome	Maitland	NSW NSW	Ag/Day Trng/Day	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. The pilot, who was inexperienced on twin engined aircraft, set assymetric power during a simulated aborted take-off but lost directional control	Subst.	
505	CZL	Super Aero 143	03.08.03.	Camden aerodrome		14344	Solo	and the aircraft ground looped collapsing the undercarriage.	Subst.	
FBT	DeHav.	82	10.08.63.	near Wagga Wagga	Wagga 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	Subst.	
CLT	6	180[D]	42.00.52	WI		DNIC	n or in	collided with it before he saw it.	C. b.o.	
SLT RSB	Cessna Piper	PA-28-160	13.08.63. 16.08.63.	Wewak near Hampton	S/W Blayney	PNG NSW	PVT/Day PVT/Day	The pilot lost directional control of the aircraft during a take-off and it ground looped collapsing the undercarriage. The pilot continued into unfavourable weather including icing conditions and when forced to land the aircraft collided with trees and ran into a creek	Subst.	
1.55	· · · pc·	17/20/200	10.00.03.	near nampton	Sy W Bidyney		, ,	bank.	Subst.	
	DeHav.	82	24.08.63.	near Cunderdin	Cunderdin	WA	Ag/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.	Subst.	
	DeHav.	82	31.08.63.	Toowoomba aerodrome	Toowoomba	QLD	Trng/Day	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.	
BVZ	DeHav.	82	07.09.63.	near Dallwallinu	W Bencubbin	WA	Ag/Day	The pilot attempted to land in a crop of lupins three feet high but the aircraft overturned after running a short distance.	Subst.	
WEC	Cessna	150	08.09.63.	near Narromine	Narromine	NSW	Trng/Day	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	Subst.	
	Austra	VEC	08.09.63.	Giro Station	W Port Macquarie	NSW	Solo	collided with a power line.	Cubat	
AAQ	Auster DeHav.	J/5G DHC-2	10.09.63.	near Armidale	Armidale	NSW	PVT/Day Ag/Day	The pilot did not maintain proper directional control whilst landing and the aircraft ran through a ditch and a fence. 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	Subst. Dest.	
٨٨٩	Derius.	5110 2	10.03.03.	Tied Alliadic	74 made		ng, buy	control.	Dest.	
AUY	DeHav.	82	20.09.63.	near Galore	W Wagga Wagga	NSW	Ag/Day	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.	
EMS	Cessna	182[A]	27.09.63.	Homevale	S/W Mackay	QLD	CUTD/Dev	first making a personal inspection of the area.	Deet	
EIVIS	Cessila	102[A]	27.09.03.	nomevale	5/ W WINDERDY	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 foreign material under the valve and the aircraft moved off and collided with a stockyard fence.	Dest.	
	Joey	J1	28.09.63.	Doctors Plains	NNW Lakes Entrance	VIC	PVT/Day	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	Subst.	
PM1	Coor	472(0)	02.10.02	Valda Danier Station	Marie Cont.	NCW	DVT/Dev	before recovery could be effected.	Doct	
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 effected before it struck the ground.	Dest.	
	Piper	PA-25-150	07.10.63.	near Barmedman	N/W Cootamundra	NSW	Ag/Day	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 Melbourne	VIC	CHTR/Day	While flying in cloud at an unsafe height the aircraft collided with a mountain top.	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	
 	DeHav.	DHC-2	24.10.63.	near Millicent	N/W Mt.Gambier	SA	Ag/Day	strand penetrated the windscreen and the chest of the pilot. 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	Subst.	
					,		<u> </u>	creek bed.		
KAL	Auster	J/5B	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	near????	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.	Lake Ruth	N/W Alice Springs	NT	CHTR/day	The pilot did not ensure that a fuel tank cap was properly closed before departing and engine power failure arising from fuel starvation occurred.	Subst.	
					,,		,,	In the ensuing forced landing the aircraft struck a bank and overturned.		
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).
СВС	Cessna	172[C]	02.11.63.	Tuggeranong Station	Near Canberra	ACT	PVT/day	undercarriage. The pilot inadvertantly lost height after breaking off a simulated forced landing and the aircraft collided with a power transmission cable.	Subst.	
RCB	Cessna	185[A]	03.11.63.	90 nm. N/E. Oodnadatta	Oodnadatta	SA	CHTR/day	The pino maturetramy lost neight after pressing on a simulated rocket alrung and the arctar comode with a power transmission cable. After landing on a claypan of inadequate length the aircraft ran onto a very rough gibbr surface causing the undercarriage to collapse.	Subst.	
CYL	Cessna	180	05.11.63.	near Merriwa	Liverpool Ranges	NSW	Ag/Day	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.	
								the pilot decided to make an immediate forced landing during which the aircraft collided with a tree.		
ICE	Cessna Cessna Cessna	180	11.11.63.	near Kildurk Pylara Station near Burren Junction	W Victoria River Downs near??? Burren Junction	NT NSW NSW	Ag/Day	When engine roughness and power surging occurred probably because of water contaminated fuel whils the aircraft was operating at low altitude the pilot decided non-keep and contaminated forced landing during which the aircraft collided with a tree. 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 kee-off was abandoned on a strip of indequeuate length, the noise wheels truck an embankment, was deflected and then separated	Subst. Subst. Subst.	
ICE	Cessna	180 172		Pylara Station near Burren Junction	near???	NSW		the plot decided to make an immediate forced landing during which the aircraft collided with a tree. The starrboard 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 lake-off was abandoned on a strip of inadequate length , the nose wheel struck an embankment , was deflected and then separated from the aircraft, which nosed over and came to rest inverted.	Subst.	
ICE DJL	Cessna	180	11.11.63.	Pylara Station	near???	NSW	Ag/Day	the plot decided to make an immediate forced landing during which the aircraft collided with a tree. The starboard undercarriage fige flaid 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 from the aircraft, which nosed over and came to rest inverted. Whitst climbing any from a simulated forced landing engine power failed, probably because of fuel exhaustion of the selected tank, and the	Subst.	
DJL	Cessna Cessna Piper	180 172 PA-22-108	11.11.63. 14.11.63. 18.11.63.	Pylara Station near Burren Junction Belfield Station	near??? Burren Junction near Winton	NSW NSW QLD	Ag/Day PVT/day Trng/Day Dual	the plot decided to make an immediate forced landing during which the aircraft collided with a tree. 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 from the aircraft, which nosed over and came to rest inverted. Whilst climbing away from a simulated forced landing engine power failed, probably because of fuel exhaustion of the selected tank, and the aircraft side-slipped into a collision with trees.	Subst. Subst. Dest.	
	Cessna Cessna	180 172	11.11.63. 14.11.63.	Pylara Station near Burren Junction	near??? Burren Junction	NSW NSW	Ag/Day PVT/day	the plot decided to make an immediate forced landing during which the aircraft collided with a tree. 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 from the aircraft, which nosed over and came to rest inverted. Whilst climbing away from a simulated forced landing engine power failed, probably because of fuel exhaustion of the selected tank, and the 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 rolled over.	Subst.	
DJL	Cessna Cessna Piper	180 172 PA-22-108	11.11.63. 14.11.63. 18.11.63.	Pylara Station near Burren Junction Belfield Station	near??? Burren Junction near Winton	NSW NSW QLD	Ag/Day PVT/day Trng/Day Dual	the plot decided to make an immediate forced landing during which the aircraft collided with a tree. The starboard underraineg leng failed during an attempted take of las 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 from the aircraft, which nosed over and came to rest inverted. Whits climbing away from a simulated forced landing engine power failed, probably because of fuel exhaustion of the selected tank, and the aircraft side-slipped into a collision with trees. After landing, the plot turned to look towards the rear and involuntarily moved the flight controls so that the helicopter became airborne and rolled over. 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	Subst. Subst. Dest.	
DJL IHB?	Cessna Cessna Piper Hughes DeHav.	180 172 PA-22-108 269A	11.11.63. 14.11.63. 18.11.63. 19.11.63. 20.11.63.	Pylara Station near Burren Junction Belfield Station Moorabbin aerodrome Busselton aerodrome?	near??? Burren Junction near Winton Moorabbin Busselton	NSW NSW QLD VIC WA	Ag/Day PVT/day Trng/Day Dual Trng/Day Solo PVT/day	the plot decided to make an immediate forced landing during which the aircraft collided with a tree. The starboard undercrariage figal flad 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 from the aircraft, which nosed over and came to rest inverted. Whitsic timining away from a simulated forced landing engine power failed, probably because of fuel exhaustion of the selected tank, and the aircraft side-slipped into a collision with trees. After landing, the plot turned to look towards the rear and involuntarily moved the flight controls so that the helicopter became airborne and rolled over. The plot, 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 collided with a tree.	Subst. Subst. Dest. Subst. Dest.	
DJL IHB?	Cessna Cessna Piper Hughes	180 172 PA-22-108 269A	11.11.63. 14.11.63. 18.11.63.	Pylara Station near Burren Junction Belfield Station Moorabbin aerodrome	near??? Burren Junction near Winton Moorabbin	NSW NSW QLD VIC	Ag/Day PVT/day Trng/Day Dual Trng/Day Solo	the plot decided to make an immediate forced landing during which the aircraft collided with a tree. The starboard underraineg leng failed during an attempted take of las 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 from the aircraft, which nosed over and came to rest inverted. Whits climbing away from a simulated forced landing engine power failed, probably because of fuel exhaustion of the selected tank, and the aircraft side-slipped into a collision with trees. After landing, the plot turned to look towards the rear and involuntarily moved the flight controls so that the helicopter became airborne and rolled over. 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	Subst. Subst. Dest. Subst.	
DJL IHB?	Cessna Cessna Piper Hughes DeHav.	180 172 PA-22-108 269A	11.11.63. 14.11.63. 18.11.63. 19.11.63. 20.11.63.	Pylara Station near Burren Junction Belfield Station Moorabbin aerodrome Busselton aerodrome?	near??? Burren Junction near Winton Moorabbin Busselton	NSW NSW QLD VIC WA	Ag/Day PVT/day Trng/Day Dual Trng/Day Solo PVT/day	the plot decided to make an immediate forced landing during which the aircraft collided with a tree. The starboard underarriage leg failed during an attempted take of 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 from the aircraft which nosed over and came to rest inverted. Whitst climbing away from a simulated forced landing engine power failed, probably because of fuel exhaustion of the selected tank, and the 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 rolled over. 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 collided with a tree. 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. Subst. Dest. Subst. Dest.	
DJL IHB? AHK IHA BQZ?	Cessna Cessna Piper Hughes DeHav. Hughes Cessna	180 172 PA-22-108 269A 94 269A 172(8)	11.11.63. 14.11.63. 18.11.63. 19.11.63. 20.11.63. 22.11.63.	Pylara Station near Burren Junction Belfield Station Moorabbin aerodrome Busselton aerodrome? Tibooburra aerodrome Walcha aerodrome	near??? Burren Junction near Winton Moorabbin Busselton Tibooburra Walcha	NSW NSW QLD VIC WA SA NSW	Ag/Day PVT/day Trng/Day Dual Trng/Day Solo PVT/day PVT/day PVT/day	the plot decided to make an immediate forced landing during which the aircraft collided with a tree. The starboard undercarriage legi failed during an attempted take of fair a result of a fatigue cack 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 from the aircraft, which nosed over and came to rest inverted. Whilst climbing away from a simulated forced landing engine power failed, probably because of fuel exhaustion of the selected tank, and the aircraft side-slipped into a collision with trees. After landing, the pliot turned to look towards the rear and involuntarily moved the flight controls so that the helicopter became airborne and rolled over. 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 collided with a tree. 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 heavely. 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 obstacles.	Subst. Dest. Subst. Dest. Subst. Subst. Subst.	
DJL IHB? AHK IHA	Cessna Cessna Piper Hughes DeHav. Hughes	180 172 PA-22-108 269A 94 269A 172(8)	11.11.63. 14.11.63. 18.11.63. 19.11.63. 20.11.63.	Pylara Station near Burren Junction Belfield Station Moorabbin aerodrome Busselton aerodrome? Tibooburra aerodrome	near??? Burren Junction near Winton Moorabbin Busselton Tibooburra	NSW NSW QLD VIC WA	Ag/Day PVT/day Trng/Day Dual Trng/Day Solo PVT/day	the plot decided to make an immediate forced landing during which the aircraft collided with a tree. The starboard underarriage leg failed during an attempted take of 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 from the aircraft which nosed over and came to rest inverted. Whitst climbing away from a simulated forced landing engine power failed, probably because of fuel exhaustion of the selected tank, and the 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 rolled over. 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 collided with a tree. 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. Subst. Dest. Subst. Dest. Subst.	
DJL IHB? AHK IHA BQZ?	Cessna Cessna Piper Hughes DeHav. Hughes Cessna	180 172 PA-22-108 269A 94 269A 172(8)	11.11.63. 14.11.63. 18.11.63. 19.11.63. 20.11.63. 22.11.63.	Pylara Station near Burren Junction Belfield Station Moorabbin aerodrome Busselton aerodrome? Tibooburra aerodrome Walcha aerodrome	near??? Burren Junction near Winton Moorabbin Busselton Tibooburra Walcha	NSW NSW QLD VIC WA SA NSW	Ag/Day PVT/day Trng/Day Dual Trng/Day Solo PVT/day PVT/day PVT/day	the plot decided to make an immediate forced landing during which the aircraft collided with a tree. The starboard underarriage legi failed during an attempted take of 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 from the aircraft which nosed over and came to rest inverted. Whilst climbing away from a simulated forced landing engine power failed, probably because of fuel exhaustion of the selected tank, and the aircraft aid-selegated 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 colled over. 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 collided with a tree. 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. 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 obstacles. 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. Dest. Subst. Dest. Subst. Subst. Subst.	
DJL IHB? AHK IHA BQ2? GLH	Cessna Cessna Piper Hughes DeHav. Hughes Cessna Jarvis Cessna	180 172 PA-22-108 269A 94 269A 172(e) 12 Jumbuck (Gilder)	11.11.63. 14.11.63. 18.11.63. 19.11.63. 20.11.63. 22.11.63. 23.11.63. 24.11.63.	Pylara Station near Burren Junction Belfield Station Moorabbin aerodrome Busselton aerodrome? Tibooburra aerodrome Walcha aerodrome near Alice Springs near Glenrock	near??? Burren Junction near Winton Moorabbin Busselton Tibooburra Walcha Alice Springs	NSW NSW QLD VIC WA SA NSW NT NSW	Ag/Day PVT/day PVT/day Tmg/Day Dual Tmg/Day Solo PVT/day PVT/day PVT/day PVT/day Tmg/Day (Dual)	the plot decided to make an immediate forced landing during which the aircraft collided with a tree. The starboard underrariage 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 from the aircraft, which nosed over and came to rest inverted. Whilst climbing away from a simulated forced landing engine power failed, probably because of fuel exhaustion of the selected tank, and the 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 rolled over. 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 collided with a tree. 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. 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 obstacles. 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. 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-carriagie leg from collapsing in soft earth and the aircraft the noverturned down an embankment.	Subst. Subst. Dest. Subst. Dest. Subst. Subst. Subst. Subst.	
DJL IHB? AHK IHA BQZ? GLH DCH	Cessna Cessna Piper Hughes DeHav. Hughes Cessna Jarvis Cessna DeHav.	180 172 PA-22-108 269A 94 269A 172(6) 12 Jumbuck (Glider) 180	11.11.63. 14.11.63. 18.11.63. 19.11.63. 20.11.63. 20.11.63. 22.11.63. 24.11.63. 29.11.63.	Pylara Station near Burren Junction Belfield Station Moorabbin aerodrome Busselton aerodrome? Tibooburra aerodrome Walcha aerodrome near Alice Springs near Glenrock Yarrawonga aerodrome	near??? Burren Junction near Winton Moorabbin Busselton Tibooburra Walcha Alice Springs SSW Quirindi Yarrawonga	NSW NSW QLD VIC WA SA NSW	Ag/Day PVT/day Trng/Day Dual Trng/Day Solo PVT/day PVT/day PVT/day PVT/day Trng/Day ((Oual) Trng/Day ((Oual)	the plot decided to make an immediate forced landing during which the aircraft collided with a tree. The starboard underarriage leg failed during an attempted take of 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 from the aircraft, which nosed over and came to rest inverted. Whilst climbing away from a simulated forced landing engine power failed, probably because of fuel exhaustion of the selected tank, and the aircraft aid-selipped 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 tolled over. 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 collided with a tree. 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. 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 obstacles. 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. The aircraft swund quiring a cross-wind take-off on a strip of inadequate width. The pilot closed the throttle but not in time to prevent an undercarriage leg from collapsing in soft earth and the aircraft then overturned down an embankment.	Subst. Subst. Dest. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	DCA Revisiter crash ledger nuntes location as Menineias SA. All close Ada G avoctalii
DJL IHB? AHK IHA BQ2? GLH	Cessna Cessna Piper Hughes DeHav. Hughes Cessna Jarvis Cessna	180 172 PA-22-108 269A 94 269A 172(e) 12 Jumbuck (Gilder)	11.11.63. 14.11.63. 18.11.63. 19.11.63. 20.11.63. 22.11.63. 23.11.63. 24.11.63.	Pylara Station near Burren Junction Belfield Station Moorabbin aerodrome Busselton aerodrome? Tibooburra aerodrome Walcha aerodrome near Alice Springs near Glenrock	near??? Burren Junction near Winton Moorabbin Busselton Tibooburra Walcha Alice Springs	NSW NSW QLD VIC WA SA NSW NT NSW	Ag/Day PVT/day PVT/day Tmg/Day Dual Tmg/Day Solo PVT/day PVT/day PVT/day PVT/day Tmg/Day (Dual)	the plot decided to make an immediate forced landing during which the aircraft collided with a tree. The starboard underrariage 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 from the aircraft, which nosed over and came to rest inverted. Whilst climbing away from a simulated forced landing engine power failed, probably because of fuel exhaustion of the selected tank, and the 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 rolled over. 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 collided with a tree. 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. 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 obstacles. 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. 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-carriagie leg from collapsing in soft earth and the aircraft the noverturned down an embankment.	Subst. Subst. Dest. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	DCA Register crash ledger quotes location as Meningie,SA. All close. (via G goodall).
DJL IHB? AHK IHA BQZ? GLH DCH	Cessna Cessna Piper Hughes DeHav. Hughes Cessna Jarvis Cessna DeHav.	180 172 PA-22-108 269A 94 269A 172(6) 12 Jumbuck (Glider) 180	11.11.63. 14.11.63. 18.11.63. 19.11.63. 20.11.63. 20.11.63. 22.11.63. 24.11.63. 29.11.63.	Pylara Station near Burren Junction Belfield Station Moorabbin aerodrome Busselton aerodrome? Tibooburra aerodrome Walcha aerodrome near Alice Springs near Glenrock Yarawonga aerodrome *near Milicent	near??? Burren Junction near Winton Moorabbin Busselton Tibooburra Walcha Alice Springs SSW Quirindi Yarrawonga	NSW NSW QLD VIC WA SA NSW NT NSW	Ag/Day PVT/day Trng/Day Dual Trng/Day Solo PVT/day PVT/day PVT/day PVT/day Trng/Day ((Oual) Trng/Day ((Oual)	the plot decided to make an immediate forced landing during which the aircraft collided with a tree. The starboard underraineg leng failed during an attempted take of fair 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 from the aircraft, which nosed over and came to rest inverted. Whilst climbing away from a simulated forced landing engine power failed, probably because of fuel exhaustion of the selected tank, and the aircraft side-slipped into a collision with trees. After landing, the pliot turned to look towards the rear and involuntarily moved the flight controls so that the helicopter became airborne and rolled over. The pliot, 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 collided with a tree. 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. 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 obstacles. 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. The piot lost directional control during a landing in pasty cross wed conditions and the aircraft ground-looped. The piot lost directional control during a landing in pasty cross wed conditions and the aircraft ground-looped. Because the wheel brake system was inadequately protected against contamination and corrosion the brakes locked on when applied after	Subst. Subst. Dest. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	DCA Register crash ledger quotes location as Meningie,SA. All close, (via G.goodall).
DIL IHB? AHK IHA BQZ? GLH DCH RAQ AFY	Cessna Cessna Piper Hughes DeHav. Hughes Cessna Jarvis Cessna DeHav. DeHav. Avro	180 172 PA-22-108 269A 94 269A 172(8) 12 Jumbuck (Glider) 180 82 82	11.11.63. 14.11.63. 18.11.63. 19.11.63. 20.11.63. 22.11.63. 24.11.63. 24.11.63. 30.11.63. 03.12.63. 08.12.63.	Pylara Station near Burren Junction Belfield Station Moorabbin aerodrome Busselton aerodrome? Tibooburra aerodrome Walcha aerodrome near Alice Springs near Glenrock Yarrawonga aerodrome *near Millcent *Rendleshami (J.S.) near Pittsworth	near??? Burren Junction near Winton Moorabbin Busselton Tibooburra Walcha Alice Springs SSW Quirindi Yarrawonga Millicent WSW Ipswich	NSW NSW QLD VIC WA SA NSW NT NSW VIC SA QLD	Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day	the plot decided to make an immediate forced landing during which the aircraft collided with a tree. 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 from the aircraft, which nosed over and came to rest inverted. Whilst climbing away from a simulated forced landing engine power failed, probably because of fuel exhaustion of the selected tank, and the 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 rolled over. 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 collided with a tree. 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. 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 obstacles. 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. 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 undercarriage leg from collapsing in soft earth and the aircraft the overturned down an embankment. The pilot lost directional control during a landing in gusty cross-wind conditions and the aircraft ground-looped. The pilot lost directional control during a landing in gusty cross-wind conditions and the aircraft ground-looped.	Subst. Subst. Dest. Subst. Dest. Subst.	DCA Register crash ledger quotes location as Meningie, SA. All close. (via G goodall).
DJL IHB? AHK IHA BQ2? GLH DCH RAQ	Cessna Cessna Piper Hughes DeHav. Hughes Cessna Jarvis Cessna DeHav. DeHav.	180 172 PA-22-108 269A 94 269A 172(8) 12 Jumbuck (Glider) 180	11.11.63. 14.11.63. 18.11.63. 19.11.63. 20.11.63. 22.11.63. 23.11.63. 24.11.63. 29.11.63. 30.11.63. 03.12.63.	Pylara Station near Burren Junction Belfield Station Moorabbin aerodrome Busselton aerodrome? Tibooburra aerodrome Walcha aerodrome near Alice Springs near Glenrock Yarrawonga aerodrome *near Millicemt *Rendelsham' (J.S.)	near??? Burren Junction near Winton Moorabbin Busselton Tibooburra Walcha Alice Springs SSW Quirindi Yarrawonga Millicent	NSW NSW QLD VIC WA SA NSW NT NSW VIC SA	Ag/Day PVT/day Trng/Day Dual Trng/Day Solo PVT/day PVT/day PVT/day PVT/day PVT/day PVT/day Trng/Day (Dual) PVT/day Ag/Day	the plot decided to make an immediate forced landing during which the aircraft collided with a tree. The starboard underarriage leg failed during an attempted take of 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 from the aircraft, which nosed over and came to rest inverted. Whilst climbing away from a simulated forced landing engine power failed, probably because of fuel exhaustion of the selected tank, and the aircraft side-disposed into a collision with trees. After landing, the pliot turned to look towards the rear and involuntarily moved the flight controls so that the helicopter became airborne and rolled over. The pliot, 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 collided with a tree. 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. 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 obstacles. 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. The aircraft swund quiring a cross-wind take-off on a strip of inadequate width. The plict closed the throttle but not in time to prevent an undercarriage leg from collapsing in soft earth and the aircraft then overturned down an embankment. The pliot intended to fly under a power transmission cable but missipade is height and collided with the cable. Because the wheel brake system was inadequately protected against contamination and corrosion the brakes locked on when applied after touchdown and the aircraft overturned.	Subst. Subst. Dest. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	DCA Register crash ledger quotes location as Meningie, SA. All close. (via G. goodall).
DJL IHB? AHK IHA BQ2? GLH DCH RAQ AFY	Cessna Cessna Piper Hughes DeHav. Hughes Cessna Jarvis Cessna DeHav. DeHav. Avro	180 172 PA-22-108 269A 94 269A 172(8) 12 Jumbuck (Glider) 180 82 82	11.11.63. 14.11.63. 18.11.63. 19.11.63. 20.11.63. 22.11.63. 24.11.63. 24.11.63. 30.11.63. 03.12.63. 08.12.63.	Pylara Station near Burren Junction Belfield Station Moorabbin aerodrome Busselton aerodrome? Tibooburra aerodrome Walcha aerodrome near Alice Springs near Glenrock Yarrawonga aerodrome *near Millcent *Rendleshami (J.S.) near Pittsworth	near??? Burren Junction near Winton Moorabbin Busselton Tibooburra Walcha Alice Springs SSW Quirindi Yarrawonga Millicent WSW Ipswich	NSW NSW QLD VIC WA SA NSW NT NSW VIC SA QLD	Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day	the plot decided to make an immediate forced landing during which the aircraft collided with a tree. 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 from the aircraft, which nosed over and came to rest inverted. Whilst climbing away from a simulated forced landing engine power failed, probably because of fuel exhaustion of the selected tank, and the 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 rolled over. 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 collided with a tree. 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. 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 obstacles. 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. 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 undercarriage leg from collapsing in soft earth and the aircraft the overturned down an embankment. The pilot lost directional control during a landing in gusty cross-wind conditions and the aircraft ground-looped. The pilot lost directional control during a landing in gusty cross-wind conditions and the aircraft ground-looped.	Subst. Subst. Dest. Subst. Dest. Subst.	DCA Register crash ledger quotes location as Meningie, SA. All close. (via G goodall).
DJL IHB? AHK IHA BQ2? GLH DCH RAQ AFY BWD	Cessna Cessna Piper Hughes DeHav. Hughes Cessna Jarvis Cessna DeHav. Avro Victa Cessna	180 172 PA-22-108 269A 94 269A 172(8) 12 Jumbuck (Gilder) 180 82 82 82 643	11.11.63 14.11.63. 18.11.63. 19.11.63. 20.11.63. 22.11.63. 24.11.63. 29.11.63. 30.11.63. 03.12.63. 08.12.63. 09.12.63.	Pylara Station near Burren Junction Belfield Station Moorabbin aerodrome Busselton aerodrome? Tibooburra aerodrome Walcha aerodrome near Alice Springs near Glenrock Yarawonga aerodrome *near Millicent *Rendlesham (J.S.) near Pittsworth near Meningie Moorabbin aerodrome	near??? Burren Junction near Winton Moorabbin Busselton Tibooburra Walcha Alice Springs SSW Quirindi Yarrawonga Millicent WSW Ipswich Meningie Moorabbin	NSW NSW QLD VIC WA SA NSW NT NSW VIC SA QLD SA VIC	Ag/Day PVT/day Trng/Day Dual Trng/Day Dual Trng/Day Solo PVT/day PVT/day PVT/day PVT/day PVT/day Ag/Day Ag/Day PVT/day PVT/day PVT/day Ag/Day PVT/day	the plot decided to make an immediate forced landing during which the aircraft collided with a tree. The starboard undercrariage legi 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 from the aircraft, which nosed over and came to rest inverted. Whilst climbing away from a simulated forced landing engine power failed, probably because of fuel exhaustion of the selected tank, and the 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 rolled over. 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 collided with a tree. 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. 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 obstacles. A wing futter 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. 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 undercarriage leg from collapsing in soft earth and the aircraft the overturned down an embankment. 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. Because the wheel brake system was inadequately protected against contamination and corrosio	Subst. Subst. Dest. Subst. Dest. Subst. Minor	DCA Register crash ledger quotes location as Meningie, SA. All close. (via G goodall).
DIL HB? AHK HA BQ2? GLH DCH RAQ AFY BWD RV? AGK	Cessna Cessna Piper Hughes DeHav. Hughes Cessna Jarvis Cessna DeHav. Avro Victa Cessna DeHav.	180 172 PA-22-108 269A 94 269A 172(8) 12 Jumbuck (Gider) 180 82 82 643 100 172	11.11.63. 14.11.63. 18.11.63. 19.11.63. 20.11.63. 22.11.63. 23.11.63. 24.11.63. 29.11.63. 30.11.63. 09.12.63. 09.12.63. 15.12.63. 21.12.63.	Pylara Station near Burren Junction Belfield Station Moorabbin aerodrome Busselton aerodrome? Tibooburra aerodrome Walcha aerodrome near Alice Springs near Glenrock Yarrawonga aerodrome *near Millicent * Neendlesham (U.S.) near Pittsworth near Meningie Moorabbin aerodrome near Adelong	near??? Burren Junction near Winton Moorabbin Busselton Tibooburra Walcha Alice Springs SSW Quirindi Yarrawonga Millicent WSW Ipswich Meningie Moorabbin W Tumut	NSW NSW QLD VIC WA SA NSW NT NSW VIC SA QLD SA VIC NSW	Ag/Day PVT/day Trng/Day Oual Trng/Day Oual Trng/Day Solo PVT/day PVT/day PVT/day PVT/day Trng/Day (Oual) PVT/day Ag/Day Ag/Day PVT/day	the plot decided to make an immediate forced landing during which the aircraft collided with a tree. The starboard underarriage leg failed during an attempted take of 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 from the aircraft, which nosed over and came to rest inverted. Whilst climbing away from a simulated forced landing engine power failed, probably because of fuel exhaustion of the selected tank, and the aircraft selected 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 rolled over. 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 collided with a tree. 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. 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 obstacles. 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. The aircraft swund quiring a cross-word take-off on a strip of inadequate width. The pilot closed the throttle but not in time to prevent an undercarriage leg from collapsing in soft earth and the aircraft then overturned down an embankment. The pilot will be aircraft sound-looped. The pilot intended to fly under a power transmission cable but misjudged its height and collided with the cable. Because the wheel brake system was inadequately protected against contamination and corrosion the brakes locked on when applied after touchdown and the aircraft werturned	Subst. Subst. Dest. Subst.	DCA Register crash ledger quotes location as Meningie, SA. All close. (via G.goodall).
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	Piper	PA-18	24.01.64.	near Albury		NSW	Ag/Day	The starboard main wheel axle failed during an attempted take-off as a result of metal fatigue cracking. The take-off was abandoned and the aircraft ran off the strio.	Subst.	
CXF	Cessna	180[A]	26.01.64.	near Canowindra		NSW	Ag/Day	The pilot states that there was an engine power loss in a turn between spreading runs, and the aircaft then collided with the side of a hill. The cause	Dest.	
BAW/3	DeHav.	DHC-1	27.01.64.	near Coonamble		NSW	PVT/Day	of the power loss could not be determined. Engine power failed when excessive carbon deposits caused two exhaust valves to stick, and the aircraft collided with a reservior bank.	Subst.	
BAP/2	DeHav.	82	30.01.64.	Camden		NSW	PVT/Day	An inexperienced student pilot attempted to fly the aircraft without supervision and allowed it to stall and spin, during a baulked approach.	Dest.	
BWB/2	DeHav.	DHC-1	02.02.64.	near Parafield		SA	PVT/Day	The aircraft struck the ground before recovery could be effected. The aircraft did not recover from a deliberate spin, probably because the pilot applied incorrect recovery action.	Subst.	
RCT/2	Auster	AOP.6	05.02.64.	Cape Barren Island		TAS	PVT/Day	The pilot lost directional control whilst landing in strong and gusty wind conditions, and the aircraft cartwheeled.	Subst.	
RJS	Cessna	170B	06.02.64.	near Bridport		TAS	PVT/Day	The pilot continued a VFR flight into unfavourable conditions abd the aircraft struck trees in darkness when he was endeavouring to locate an aerodrome.	Dest.	
PUW	DeHav.	82	06.02.64.	near Roma		QLD	PVT/Day	For reasons which have not been determined, engine power failed when the aircraft was operating at a low height and it cartwheeled on striking	Dest.	
6.2	Slingsby	Gull IV	08.02.64.	Bacchus Marsh aerodrome	WNW Melbourne	VIC	PVT/Day	the ground in the ensuing forced landing attempt. When the cable broke at 100 feet during an auto-tow, the pilot lost control and the glider spun to the ground.	Subst.	
DBJ	DeHav.	82	08.02.64.	near Tenterfield	Glen Innes (J.S.)	NSW	PVT/Day	The aircraft clipped a fence wire in a go-around and then side-slipped into the ground as the pilot endeavoured to reach another strip, believing his	Subst.	
SSC?	Cessna	180	18.02.64.	near Goulburn		NSW	Ag/Day	aircraft to be damaged more seriously than was the case. The pilot overshot in an approach for a landing and the aircraft overturned when he applied heavy braking to avoid obstacles.	Subst.	Suspect VH-SSC as it was S.O.R. on 21.02.64.
INM/2	Bell	47J2	18.02.64.	near Maydena	WNW Hobart	TAS	CHTR/Day	Shortly after lift-off there was a loud bang, followed by an increase in engine revolutions and a loss of lift, and the aircraft struck the ground.	Dest.	
BWE/2	Victa	100	25.02.64.	40 nm N Adelaide		SA	Trng/Day	The cause of the accident has not been determined. Whilst being flown by the pilot under instruction on a low flying exercise the aircraft struck the ground when he misjudged ground clearance in a	Dest.	
							Dual	slip manoeuvre.		
CYW?	Yeoman	YA-1 Cropmaster	28.02.64.	near Mingenew		WA	Ag/Day	In attempting to land close to a loading vehicle the pilot misjudged the distance and the mainplane struck an oxygen cylinder standing upright in the back of the vehicle.	Subst.	
KMA	Cessna	172D	02.03.64.	near Mt. Lambie	WNW Lithgow	NSW	PVT/Day	The pilot overshot in carrying out a precautionary landing due to weather conditions and left the go-around so late that the aircraft stalled and struck the ground in an attempt to avoid trees and rising terrain.	Dest.	Pilot: B.Healey killed. PAX survived.
CDT?	Beech	M35 Bonanza	02.03.64.	Wyoming Homestead	N Emerald	QLD	CHTR/Day	On becoming unsure of his position the pilot decided to land near a homestead but the selected field was in fact a basalt outcrop with some grass	Subst.	
ABC?	DeHav.	82	04.03.64.	near Lilvdale		VIC	PVT/Day	cover, and the undercarriage collapsed during the landing run. The aircraft collided with a fence during the landing roll on a strip of inadequate width.	Subst.	
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.	
BMC?	Beech	M35 Bonanza	10.03.64.	Wilcannia aerodrome	Wilcannia	NSW	PVT/Day	with a rocky outcrop. 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.	Subst.	
								The aircraft then stalled in an attempt to land straight ahead and struck the ground with the undercarriage retracted.		
ENG?	CZL DeHav.	Meta Sokol L40 83	12.03.64. 16.03.64.	Canberra aerodrome ???	Canberra ???	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 ploughed field. Aircraft struck Off the Civil Register on this date after being reported as "Crashed in 1964" No Further Details Known.	Subst.	J.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 the undercarriage.	Subst.	
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 and stood on it's nose.	Subst.	The aircraft was later stripped of useable parts and burned. 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.	Owner K.F. Jaeger of Smithton, Tasmania.
	Cessna	405	04.04.64	Esperance		WA	4 - 10	fre.	Subst	
INA	Douglas	185 DC-6B	14.04.64.	*Melbourne Airport		VIC	Ag/Day RPT/Day	The pilot overshot on a landing approach and the aircraft overturned when he applied harsh sustained braking during the landing roll. 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	Subst.	A detailed account of the incident can be found at AussieAirliners.org
DPG?	Cessna	180	21.04.64.	(*Essendon) Blayney		NSW	Ag/Day	of the propeller (the two remaining blades and the hub) and the engine (some time later) to become separated from the engine 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.	http://www.aussieairliners.org/scrapbook/dc-6/vhinasaga.html
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 attemtion to be diverted. The aircraft collided with a cable, dived to the ground	Dest.	
	Yeoman	YA-1	29.04.64.	Myponga		SA	Ag/Day	and caught fire. 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.	
		Cropmaster					- '			
DPG?	Cessna Cessna	180 185[A]	03.05.64. 10.05.64.	near Scone near Weipa		NSW QLD	Ag/Day CHTR/Day	The pilot overshot in a downwind landing, and the aircraft overturned when severe braking was applied. Engine power failed because of disconnection of the throttle linkage arising from undetected wear, and the aircraft collided with a tree during the	Subst.	
								ensuing forced landing.		
GWW	Cessna Cessna	175 182	12.05.64. 14.05.64.	near Guyra Fraser Island		NSW QLD	CHTR/Day CHTR/Day	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. 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. Subst.	
BII			15.05.64.	near Maitland	Rutherford (J.S.)			overturned in the soft ground. 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.	
RIL	Cessna	182[E]	15.05.64.	near Maitland	Rutherrord (J.S.)	NSW	PVT/Day	fuel was not determined.	Dest.	
IDV?	Yeoman DeHav.	YA-1 Cropmaster DHC-2	19.05.64. 20.05.64.	near Benalla near Goulburn		VIC NSW	Ag/Day Ag/Day	Pilot hand started the engine with throttle wide open and aircraft jumped chocks, eventually colliding with a tree. 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.	
								forced landing.	Subst.	
BXG	Cessna	210	18.06.64.	near Burketown			PVT/Day			
	Cessna			ileai bulketowii		QLD		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.	
DCY		172	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	Dest. Subst.	
	Piper	172 PA-24-250	21.06.64. 22.06.64.		near Adelaide		PVT/Day PVT/Day	ground out of control.		Crash location also reported as 'Ironbark'.
LINO	·	PA-24-250	22.06.64.	near Minlaton *Ironbank		SA 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 that the aircraft failed to respond to his up-elevator movement. The pilot, not qualified for instrument flight, flew the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill.	Subst. Dest.	
UYO AVR	Piper DeHav. DeHav.	PA-24-250		near Minlaton	near Adelaide near Ballarat near Armidale (J.S.)	SA		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 that the aircraft failed to respond to his up-elevator movement.	Subst.	Crash location also reported as 'Ironbark'. Pilot: A.Mahoney. PAX: T.Twyerould. (crash location "Cardigan railway crossing").
AVR	DeHav. DeHav.	PA-24-250 87B Hornet Moth DHC-2	22.06.64. 22.06.64. 09.07.64.	near Minlaton *Ironbank Cardigan (J.S.) near Aberfoyle	near Ballarat near Armidale (J.S.)	SA SA VIC NSW	PVT/Day PVT/Day Ag/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 that the aircraft failed to respond to his up-elevator movement. The pilot, not qualified for instrument flight, flew the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. 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. 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 control.	Subst. Dest. Dest. Dest.	Pilot: A.Mahoney. PAX: T.Twyerould. (crash location "Cardigan railway crossing").
	DeHav. DeHav. Beech	PA-24-250 87B Hornet Moth DHC-2 33 (Beech 35-B33)	22.06.64. 22.06.64. 09.07.64. 01.08.64.	near Miniaton *Ironbank Cardigan (J.S.) near Aberfoyle *Italian Gully	near Ballarat	SA SA VIC NSW	PVT/Day PVT/Day Ag/Day 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 that the aircraft failed to respond to his up-elevator movement. The pilot, not qualified for instrument flight, flew the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. 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. 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 control. 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.	Subst. Dest. Dest.	
AVR	DeHav. DeHav. Beech DeHav.	PA-24-250 87B Hornet Moth DHC-2 33 (Beech 35-833) DHC-2	22.06.64. 22.06.64. 09.07.64. 01.08.64.	near Minlaton *Ironbank Cardigan (J.S.) near Aberfoyle *Italian Gully near Deepwater	near Ballarat near Armidale (J.S.)	SA SA VIC NSW VIC	PVT/Day PVT/Day Ag/Day PVT/Day Ag/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 that the aircraft failed to respond to his up-elevator movement. The pilot, not qualified for instrument flight, flew the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. The pilot, who was not qualified for instrument flight, attempted to find his destination in low cloud and rain but the aircraft fliew into level ground. During a spreading run a lift strut end fitting failed as a result of faitgue cracking causing the wing to fold and the aircraft struck the ground out of control. 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. The passenger slipped while disembarking and stumbled into the rotating propeller.	Subst. Dest. Dest. Dest. Dest. Nil	Pilot: A.Mahoney. PAX: T.Twyerould. (crash location "Cardigan railway crossing").
AVR	DeHav. DeHav. Beech DeHav. Cessna Yeoman	PA-24-250 878 Hornet Moth DHC-2 33 (Beech 35-833) DHC-2 172 YA-1 Cropmaster	22.06.64. 22.06.64. 09.07.64. 01.08.64. 18.08.64. 20.08.64. 21.08.64.	near Minlaton *Ironbank Cardigan (J.S.) near Aberfoyle *Italian Gully near Deepwater Cowell near Kerang	near Ballarat near Armidale (J.S.) near Ballarat	SA SA VIC NSW VIC NSW VIC NSW SA VIC	PVT/Day PVT/Day Ag/Day PVT/Day Ag/Day CHTR/Day Ag/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 that the aircraft failed to respond to his up-elevator movement. The pilot, not qualified for instrument flight, flew the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. 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. 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 control. 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. The passenger slipped while disembarking and stumbled into the rotating propeller. After disembarking, the passenger's attention was concentrated on waiting friends, and she inadvertantly walked into the rotating propeller.	Subst. Dest. Dest. Dest.	Pilot: A.Mahoney. PAX: T.Twyerould. (crash location "Cardigan railway crossing").
AVR	DeHav. DeHav. Beech DeHav. Cessna	PA-24-250 87B Hornet Moth DHC-2 33 (Beech 35-B33) DHC-2 172	22.06.64. 22.06.64. 09.07.64. 01.08.64. 18.08.64. 20.08.64.	near Miniaton *Ironbank Cardigan (J.S.) near Aberfoyle *Italian Gully near Depwater Cowell	near Ballarat near Armidale (J.S.)	SA SA VIC NSW VIC NSW SA	PVT/Day PVT/Day Ag/Day PVT/Day Ag/Day CHTR/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 that the aircraft failed to respond to his up-elevator movement. The pilot, not qualified for instrument flight, flew the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. The pilot, who was not qualified for instrument flight, lattempted to find his destination in low cloud and rain but the aircraft flew into level ground. 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 control. 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. The passenger slipped while disembarking and stumbled into the rotating propeller. The aircraft cwerturned as a result of the excessive use of wheel brakes after touch-down. 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. Dest. Dest. Dest. Dest. Nil Minor	Pilot: A.Mahoney. PAX: T.Twyerould. (crash location "Cardigan railway crossing").
AVR	DeHav. DeHav. Beech DeHav. Cessna Yeoman	PA-24-250 878 Hornet Moth DHC-2 33 (Beech 35-833) DHC-2 172 YA-1 Cropmaster	22.06.64. 22.06.64. 09.07.64. 01.08.64. 18.08.64. 20.08.64. 21.08.64.	near Minlaton *Ironbank Cardigan (J.S.) near Aberfoyle *Italian Gully near Deepwater Cowell near Kerang	near Ballarat near Armidale (J.S.) near Ballarat	SA SA VIC NSW VIC NSW VIC NSW SA VIC	PVT/Day PVT/Day Ag/Day PVT/Day Ag/Day CHTR/Day Ag/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 that the aircraft failed to respond to his up-elevator movement. The pilot, not qualified for instrument flight, flew the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. 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. During a spreading run a lift strut end fitting failed as a result of fatigue cracking causing the wing to fold and the aircraft strutch the ground out of control. The pilot, who was not qualified for instrument flight, lost control whist flying in cloud at a low height and the aircraft dived into the fround. The passenger slipped while disembarking and stumbled into the rotating propeller. After disembarking, the passenger's attention was concentrated on waiting friends, and she inadvertantly walked into the rotating propeller. The aircraft overturned as a result of the excessive use of wheel brakes after touch-down. In 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 it did not respond to elevators control at the low speed existing. The cause of the power loss could not be determined. Engine power failed immediately after take-off in canding had to be made on boulders in a river bed, during	Subst. Dest. Dest. Dest. Dest. Nil Minor	Pilot: A.Mahoney. PAX: T.Twyerould. (crash location "Cardigan railway crossing").
CFA CFA	DeHav. DeHav. Beech DeHav. Cessna Yeoman Jodel Dornier	PA-24-250 878 Hornet Moth DHC-2 33 (Beech 35-833) DHC-2 172 YA-1 Cropmaster D9 Ultralight *D0-27H-2	22.06.64. 22.06.64. 09.07.64. 01.08.64. 18.08.64. 20.08.64. 21.08.64. 23.08.64. 03.09.64.	near Miniaton *Ironbank Cardigan (J.S.) near Aberfoyle *Ittalian Gully near Depwater Cowell near Kerang Canberra aerodrome Dumpu (J.S.)	near Ballarat near Armidale (J.S.) near Ballarat Canberra	SA SA VIC NSW VIC NSW VIC NSW PNG	PVT/Day PVT/Day Ag/Day PVT/Day Ag/Day Ag/Day CHTR/Day Ag/Day PVT/Day Ag/Day Ag/Day 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 that the aircraft failed to respond to his up-elevator movement. The pilot,not qualified for instrument flight, flew the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. 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. 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 control. 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. The passenger slipped while disembarking and stumbled into the rotating propeller. After disembarking, the passenger's attention was concentrated on wating friends, and she inadvertantly walked into the rotating propeller. The aircraft overturned as a result of the excessive use of wheel brakes after fouch-down. 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 it did not respond to elevatos control at the low speed existing. The cause of the power loss could not be determined. 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 which the aircraft aught fire.	Subst. Dest. Dest. Dest. Dest. Nil Minor Subst. Subst.	Pilot: A.Mahoney. PAX: T.Twyerould. (crash location "Cardigan railway crossing"). * Crash location also reported as "Staffordshire Reel"
CFA CFA EXA	DeHav. DeHav. Beech DeHav. Cessna Yeoman Jodel	PA-24-250 878 Hornet Moth DHC-2 33 (Beech 35-B33) DHC-2 172 YA-1 Cropmaster D9 Ultralight	22.06.64. 22.06.64. 09.07.64. 01.08.64. 18.08.64. 20.08.64. 21.08.64. 23.08.64.	near Miniaton *Ironbank Cardigan (J.S.) near Aberfoyle *Ittalian Gully near Deepwater Cowell near Kerang Canberra aerodrome	near Ballarat near Armidale (J.S.) near Ballarat Canberra	SA SA VIC NSW VIC NSW VIC ACT	PVT/Day PVT/Day Ag/Day PVT/Day Ag/Day CHTR/Day Ag/Day 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 that the aircraft failed to respond to his up-elevator movement. The pilot, not qualified for instrument flight, flew the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. 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. 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 control. 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. The passenger slipped while disembarking and stumbled into the rotating propeller. After disembarking, the passenger's attention was concentrated on waiting friends, and she inadvertantly walked into the rotating propeller. The aircraft cverturned as a result of the excessive use of wheel brakes after touch-down. 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 it did not respond to elevatos control at the low speed existing. The cause of the power loss could not be determined. 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 which the aircraft caught fire. 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. Dest. Dest. Dest. Dest. Nil Minor Subst. Subst. Dest.	Pilot: A.Mahoney. PAX: T.Twyerould. (crash location "Cardigan railway crossing"). * Crash location also reported as "Staffordshire Reel"
CFA EXA	DeHav. DeHav. Beech DeHav. Cessna Yeoman Jodel Dornier	PA-24-250 878 Hornet Moth DHC-2 33 (Beech 35-833) DHC-2 172 YA-1 Cropmaster D9 Ultralight *D0-27H-2	22.06.64. 22.06.64. 09.07.64. 01.08.64. 18.08.64. 20.08.64. 21.08.64. 23.08.64. 03.09.64.	near Miniaton *Ironbank Cardigan (J.S.) near Aberfoyle *Ittalian Gully near Depwater Cowell near Kerang Canberra aerodrome Dumpu (J.S.)	near Ballarat near Armidale (J.S.) near Ballarat Canberra	SA SA VIC NSW VIC NSW VIC NSW PNG	PVT/Day PVT/Day Ag/Day PVT/Day Ag/Day Ag/Day CHTR/Day Ag/Day PVT/Day Ag/Day Ag/Day PVT/Day	Fround 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 that the aircraft failed to respond to his up-elevator movement. The pilot, not qualified for instrument flight, flew the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. The pilot, who was not qualified for instrument flight, the the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. 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. During a spreading run a lift strut end fitting failed as a result of faitigue cracking causing the wing to fold and the aircraft struck the ground out of control. The pilot, who was not qualified for instrument flight, lost control whilst flying in cloud at a low height and the aircraft struck the fround. The passenger slipped while disembarking and stumbled into the rotating propeller. After disembarking, the passenger's attention was concentrated on waiting friends, and she inadvertantly walked into the rotating propeller. The aircraft overtuned as a result of the excessive use of wheel prakes after touch down. The pilot states that the engine lost power at 70 feet after take-off, in altempting to reland the aircraft struck the unway heavily nose down when it did not respond to elevatos control at the low speed existing. The cause of the power loss could not be determined. 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 which the aircraft caught free.	Subst. Dest. Dest. Dest. Dest. Nil Minor Subst. Subst. Dest.	Pilot: A.Mahoney. PAX: T.Twyerould. (crash location "Cardigan railway crossing"). * Crash location also reported as "Staffordshire Reel"
EXA AWM RVK	DeHav. DeHav. Beech DeHav. Cessna Yeoman Jodel Dornier Cessna DeHav. Yeoman	PA-24-250 878 Hornet Moth DHC-2 33 (Beech 35-B33) DHC-2 172 YA-1 Cropmaster D9 Ultralight *DO-27H-Z 1858 DHC-1 VA-1 Cropmaster	22.06.64. 22.06.64. 09.07.64. 01.08.64. 18.08.64. 20.08.64. 21.08.64. 23.08.64. 03.09.64. 08.09.64.	near Minlaton *Ironbank Cardigan (J.S.) near Aberfoyle *Italian Gully near Deepwater Cowell near Kerang Canberra aerodrome Dumpu (J.S.) Gora Bangholme Gladstone	near Ballarat near Armidale (J.S.) near Ballarat Canberra	SA SA VIC NSW VIC NSW SA ACT PNG PNG VIC SA	PVT/Day PVT/Day Ag/Day PVT/Day Ag/Day Ag/Day CHTR/Day Ag/Day PVT/Day PVT/Day PVT/Day Ag/Day PVT/Day	Fround 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 that the aircraft failed to respond to his up-elevator movement. The pilot, not qualified for instrument flight, flew the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. The pilot, who was not qualified for instrument flight, tlement flight, discussion in low cloud and rain but the aircraft flew into level ground. During a spreading run a lift struct end fitting failed as a result of fatigue cracking causing the wing to fold and the aircraft struck the ground out of control. 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. 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. The passenger slipped while disembarking and stumbled into the rotating propeller. After disembarking, the passenger's attention was concentrated on waiting friends, and she inadvertantly walked into the rotating propeller. The aircraft overturned as a result of the excessive use of wheel prakes after touch down. 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 it did not respond to elevatos control at the low speed existing. The cause of the power for so could not be determined. Ingine power failed immediately after take-off for reasons undetermined, and a forced landing had to be made on boulders in a river bed, during which the aircraft aught fire. 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. Our wheel brake remained locked on when the pilot released pressure during the landing roll and the aircraft struck the g	Subst. Dest. Dest. Dest. Dest. Nil Minor Subst. Subst. Subst. Subst. Subst.	Pilot: A.Mahoney. PAX: T.Twyerould. (crash location "Cardigan railway crossing"). * Crash location also reported as "Staffordshire Reel"
CFA CFA EXA	DeHav. DeHav. Beech DeHav. Cessna Yeoman Jodel Dornier Cessna DeHav.	PA-24-250 878 Hornet Moth DHC-2 33 (Beech 35-B33) DHC-2 172 VA-1 Cropmaster D9 Ultralight *D0-27H-2 1858 DHC-1	22.06.64. 22.06.64. 09.07.64. 01.08.64. 18.08.64. 21.08.64. 23.08.64. 03.09.64. 08.09.64.	near Miniaton "Ironbank Cardigan (J.S.) near Aberfoyle "Italian Gully near Cowell near Kerang Canberra aerodrome Dumpu (J.S.) Gora Bangholme	near Ballarat near Armidale (J.S.) near Ballarat Canberra	SA SA VIC NSW VIC NSW VIC ACT PNG VIC ACT VIC VIC	PVT/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day CHTR/Day Ag/Day PVT/Day PVT/Day 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 that the aircraft failed to respond to his up-elevator movement. The pilot, not qualified for instrument flight, flew the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. The pilot, who was not qualified for instrument flight, attempted to find his destination in low cloud and rain but the aircraft fliew into level ground. 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 control. 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. The passenger slipped while disembarking and stumbled into the rotating propeller. After disembarking, the passenger's attention was concentrated on waiting friends, and she inadvertantly walked into the rotating propeller. The aircraft overturned as a result of the excessive use of wheel brakes after touch-down. 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 it did not respond to elevatos control at the low speed existing. The cause of the power loss could not be determined. Engine power failed immediately fater take-off for reasons undetermined, and a forced landing had to be made on boulders in a river bed, during which the aircraft caught fire. The pilot states fled immediately after take-off for reasons undetermined, and a forced landing had to be made on boulders in a river bed, during which the aircraft caught fire. 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 coverturned. During a practice forced landing it is probable that the pilot misjudged his ground	Dest. Dest. Dest. Dest. Dest. Dest. Nil Minor Subst. Subst. Dest. Subst. Dest.	Pilot: A.Mahoney. PAX: T.Twyerould. (crash location "Cardigan railway crossing"). * Crash location also reported as "Staffordshire Reel"
EXA AWM RVK BKA/2 BGA	DeHav. DeHav. DeHav. DeHav. Cessna Yeoman Jodel Dornier Cessna DeHav. Yeoman DeHav.	PA-24-250 878 Hornet Moth DHC-2 33 (Beech 35-833) DHC-2 172 YA-1 Cropmaster D9 Ultralight *D0-27H-Z 1858 DHC-1 YA-1 Cropmaster 82 82	22.06.64. 22.06.64. 09.07.64. 01.08.64. 18.08.64. 20.08.64. 21.08.64. 03.09.64. 03.09.64. 09.09.64. 10.09.64.	near Miniaton *Ironbank Cardigan (J.S.) near Aberfoyle *Italian Gully near Deepwater Cowell near Kerang Carberra aerodrome Dumpu (J.S.) Gora Bangholme Gladstone near Cerrinalium near Cunderdin	near Ballarat near Armidale (J.S.) near Ballarat Canberra	SA SA VIC NSW VIC NSW VIC NSW VIC ACT PNG VIC SA VIC WA	PVT/Day PVT/Day Ag/Day Ag/Day PVT/Day Ag/Day CHTR/Day Ag/Day PVT/Day CHTR/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day	Fround 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 that the aircraft failed to respond to his up-elevator movement. The pilot, not qualified for instrument flight, flew the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. The pilot, who was not qualified for instrument flight, alternated to flind his destination in low cloud and rain but the aircraft flew into level ground. 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 control. The pilot, who was not qualified for instrument flight, lost control whist flying in cloud at a low height and the aircraft dived into the fround. The pilot, who was not qualified for instrument flight, lost control whist flying in cloud at a low height and the aircraft dived into the fround. The passenger slipped while disembarking and stumbled into the rotating propeller. The aircraft overturned as a result of the excessive use of wheel brakes after touch-down. 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 it did not respond to elevators control at the low speed existing. The cause of the power loss could not be determined. Engine power falled immediately after take-off for reasons undetermined, and a forced landing had to be made on boulders in a river bed, during which the aircraft caught fire. The pilot attended immediately after take-off for reasons undetermined, and a forced landing had to be made on boulders in a river bed, during which the aircraft caught fire. The pilot attended immediately after take-off for reasons undetermined, and a forced landing had to be made on boulders in a river bed, during which the aircraft caught fire. The pilot attended to make the pilot released pressure dur	Subst. Dest. Dest. Dest. Dest. Nil Minor Subst. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	Pilot: A.Mahoney. PAX: T.Twyerould. (crash location "Cardigan railway crossing"). * Crash location also reported as "Staffordshire Reel"
EXA AWM RVK	DeHav. DeHav. Beech DeHav. Cessna Yeoman Jodel Dornier Cessna DeHav. Yeoman DeHav.	PA-24-250 878 Hornet Moth DHC-2 33 (Beech 35-833) DHC-2 172 VA-1 Cropmaster D9 Ultralight *DO-27H-Z 1858 DHC-1 VA-1 Cropmaster 82	22.06.64. 22.06.64. 09.07.64. 01.08.64. 18.08.64. 20.08.64. 21.08.64. 23.08.64. 03.09.64. 08.09.64. 09.09.64.	near Miniaton *Ironbank Cardigan (I.S.) near Aberfoyle *Italian Gully near Deepwater Cowell near Kerang Canberra aerodrome Dumpu (I.S.) Gora Bangholme Gladstone near Derrinalium	near Ballarat near Armidale (J.S.) near Ballarat Canberra	SA SA VIC NSW VIC NSW SA VIC ACT PNG PNG VIC SA VIC SA VIC	PVT/Day PVT/Day Ag/Day Ag/Day PVT/Day Ag/Day CHTR/Day Ag/Day CHTR/Day Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day Ag/Day Ag/Day Ag/Day	Fround 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 that the aircraft failed to respond to his up-elevator movement. The pilot, not qualified for instrument flight, flew the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. The pilot, who was not qualified for instrument flight, attempted to find his destination in low cloud and rain but the aircraft few into level ground. 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 control. 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. The passenger slipped while disembarking and stumbled into the rotating propeller. After disembarking, the passenger's attention was concentrated on waiting friends, and she inadvertantly walked into the rotating propeller. The aircraft overtured as a result of the excessive use of whee brakes after touch down. 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 it did not respond to elevatos control at the low speed existing. The cause of the power fosc could not be determined. 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 which the aircraft caught fire. 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 covertured. 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 ground and caught fire. On wheel brake remained locked on when the pilot released pressure during the landing roll and	Subst. Dest. Dest. Dest. Dest. Nil Minor Subst. Subst. Dest. Subst. Subst. Subst. Subst. Subst.	Pilot: A.Mahoney. PAX: T.Twyerould. (crash location "Cardigan railway crossing"). * Crash location also reported as "Staffordshire Reel"
EXA AWM RVK BKA/2 BGA	DeHav. DeHav. Beech DeHav. Cessna Yeoman Jodel Dornier Cessna DeHav. Yeoman DeHav. Cessna Cessna Cessna DeHav. Cessna	PA-24-250 878 Hornet Moth DHC-2 33 (Beech 35-833) DHC-2 172 YA-1 Cropmaster D9 Ultralight *DO-27H-2 185B DHC-1 VA-1 Cropmaster 82 82 180	22.06.64. 22.06.64. 09.07.64. 01.08.64. 18.08.64. 22.08.64. 23.08.64. 23.08.64. 03.09.64. 08.09.64. 10.09.64. 11.09.64.	near Minlaton *Ironbank Cardigan (J.S.) near Aberfoyle *Italian Gully near Deepwater Cowell near Kerang Canberra aerodrome Dumpu (J.S.) Gora Bangholme Gladstone near Cerrinalium near Cunderdin near Canowindra	near Ballarat near Armidale (J.S.) near Ballarat Canberra	SA SA SA VIC NSW VIC NSW SA VIC ACT PNG PNG VIC SA VIC SA VIC WA NSW	PVT/Day PVT/Day Ag/Day PVT/Day Ag/Day PVT/Day Ag/Day Ag/Day PVT/Day Ag/Day PVT/Day PVT/Day Ag/Day PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day	Fround 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 for reasons which have not been determined the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. The pilot, not qualified for instrument flight, flew the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. 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. 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 control. 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. The passenger slipped while disembarking and stumbled into the rotating propeller. After disembarking, the passenger's attention was concentrated on waiting friends, and she inadvertantly walked into the rotating propeller. The aircraft curvertured as a result of the excessive use of wheel brakes after touch-down. 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 it did not respond to elevators control at the low speed existing. The cause of the power loss could not be determined. 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 which the aircraft 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 spraying site the aircraft struck the 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-ro	Subst. Dest. Dest. Dest. Dest. Dest. Nil Minor Subst.	Pilot: A.Mahoney. PAX: T.Twyerould. (crash location "Cardigan railway crossing"). * Crash location also reported as "Staffordshire Reel"
EXA AWM RVK BKA/2 BGA RGU	DeHav. DeHav. DeHav. DeHav. Cessna Yeoman Jodel Dornier Cessna DeHav. Yeoman DeHav. Cessna Avro	PA-24-250 878 Hornet Moth DHC-2 33 (Beech 35-B33) DHC-2 172 YA-1 Cropmaster D9 Ultralight *DO-27H-Z 1858 DHC-1 YA-1 Cropmaster 82 82 82 180 643	22.06.64. 22.06.64. 09.07.64. 01.08.64. 18.08.64. 22.08.64. 23.08.64. 03.09.64. 03.09.64. 09.09.64. 10.09.64. 11.09.64. 11.09.64.	near Miniaton *Ironbank Cardigan (J.S.) near Aberfoyle *Italian Gully near Deepwater Cowell near Kerang Canberra aerodrome Dumpu (J.S.) Gora Bangholme Gladstone near Cunderdin near Cunderdin near Cunderdin near Canowindra near Mount Tyson	near Ballarat near Armidale (J.S.) near Ballarat Canberra	SA SA SA VIC NSW VIC NSW VIC NSW SA VIC ACT PNG PNG VIC SA VIC WA NSW QLD	PVT/Day PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day PVT/Day Ag/Day PVT/Day PVT/Day PVT/Day Ag/Day	From the aircraft called to respond to his up-elevator movement. The pilot, not qualified for instrument flight, flew the aircraft collided with the upwind boundary fence during an attempted take-off. The pilot states that the aircraft failed to respond to his up-elevator movement. The pilot, not qualified for instrument flight, flew the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. The pilot, who was not qualified for instrument flight, flew the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. The pilot, who was not qualified for instrument flight, flew to find his destination in low cloud and rain but the aircraft flew into level ground. During a spreading run a lift struct end fitting failed as a result of fatigue cracking causing the wing to fold and the aircraft struck the ground out of control. The pilot, who was not qualified for instrument flight, lost control whilst flying in cloud at a low height and the aircraft struck the ground out of control. The passenger slipped while disembarking and stumbled into the rotating propeller. After disembarking, the passenger's attention was concentrated on waiting friends, and she inadvertantly walked into the rotating propeller. The aircraft overturned as a result of the excessive use of wheel prakes after touch down. The pilot states that the engine lost power at 70 feet after take-off, in altempting to reland the aircraft struck the unway heavily nose down when a tid in on respond to elevatos control at the low speed existing. The cause of the power loss could not be determined. 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 which the aircraft caught fire. 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 struck the ground and caught fire. During a low	Subst. Dest. Dest. Dest. Dest. Dest. Subst.	Pilot: A.Mahoney. PAX: T.Twyerould. (crash location "Cardigan railway crossing"). * Crash location also reported as "Staffordshire Reel"
EXA EXA AWM RVK BKA/2 BGA RGU CXA	DeHav. DeHav. DeHav. Beech DeHav. Cessna Jodel Dornier Cessna DeHav. Yeoman DeHav. Cessna Avro Cessna Avro Cessna	PA-24-250 878 Hornet Moth DHC-2 33 (Beech 35-B33) DHC-2 172 YA-1 Cropmaster D9 Ultralight *DO-27H-2 1858 DHC-1 YA-1 Cropmaster 82 82 82 180 643 180 DHC-1	22.06.64. 22.06.64. 99.07.64. 18.08.64. 20.08.64. 21.08.64. 23.08.64. 03.09.64. 03.09.64. 09.09.64. 11.09.64. 11.09.64. 15.09.64. 18.09.64. 20.09.64.	near Minlaton *Ironbank Cardigan (J.S.) near Aberfoyle *Italian Gully near Deepwater Cowell near Kerang Canberra aerodrome Dumpu (J.S.) Gora Bangholme Gladstone near Derrinallum near Cunderdin near Canowindra near Mount Tyson Singleton Williamtown aerodrome	near Ballarat near Armidale (J.S.) near Ballarat Canberra near Tauta (DCA) near Dandenong	SA SA VIC NSW VIC NSW SA VIC ACT PNG PNG VIC SA VIC SA VIC SA VIC NSW NSW NSW	PVT/Day PVT/Day Ag/Day Ag/Day PVT/Day Ag/Day Ag/Day PVT/Day Ag/Day PVT/Day PVT/Day Ag/Day PVT/Day Ag/Day	Fround 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 that the aircraft failed to respond to his up-elevator movement. The pilot, not qualified for instrument flight, flew the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. The pilot, who was not qualified for instrument flight, them the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. The pilot, who was not qualified for instrument flight, them to find his destination in low cloud and rain but the aircraft time in to level ground. During a spreading run a lift struct end fitting failed as a result of fatigue cracking causing the wing to fold and the aircraft struck the ground out of control. 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. The pilot states show the disembarking and stumbled into the rotating propeller. After disembarking, the passenger's attention was concentrated on waiting friends, and she inadvertantly walked into the rotating propeller. The aircraft overturned as a result of the excessive use of wheel prakes after touch down. 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 it did not respond to elevatos control at the low speed existing. The cause of the power for soc could not be determined. Ingine power failed immediately after take-off for reasons undetermined, and a forced landing had to be made on boulders in a river bed, during which the aircraft caught fire. 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. During a practice forced landing it is probable that the pilot misjudged his ground clearance i	Subst. Dest. Dest. Dest. Dest. Nil Minor Subst.	Pilot: A.Mahoney. PAX: T.Twyerould. (crash location "Cardigan railway crossing"). * Crash location also reported as "Staffordshire Reef" DCA report quotes type as DO-27H-Z. Actual DO-27H-2 Pilot: R.Westbrook. Pax: T.McKenzie. The aircraft was participating in an airshow at the RAAF base when the accident occured.
EXA EXA AWM RVK BKA/2 BGA RGU CXA	DeHav. DeHav. DeHav. DeHav. Cessna Yeoman Jodel Dornier Cessna DeHav. Yeoman Avro Cessna	PA-24-250 878 Hornet Moth DHC-2 33 (Beech 35-B33) DHC-2 172 YA-1 Cropmaster D9 Ultralight *DO-27H-Z 1858 DHC-1 YA-1 Cropmaster 82 82 82 180 643 180 DHC-1 JTZE F8333 Riviera	22.06.64. 22.06.64. 09.07.64. 01.08.64. 18.08.64. 22.08.64. 23.08.64. 03.09.64. 03.09.64. 09.09.64. 10.09.64. 11.09.64. 15.09.64.	near Miniaton *Ironbank Cardigan (J.S.) near Aberfoyle *Italian Gully near Deepwater Cowell near Kerang Canberra aerodrome Dumpu (J.S.) Gora Bangholme Gladstone near Derrinallum near Cunderdin near Canowindra near Mount Tyson Singleton	near Ballarat near Armidale (J.S.) near Ballarat Canberra	SA SA VIC NSW VIC NSW SA VIC ACT PNG PNG VIC SA VIC SA VIC NSW SA VIC NSW SA VIC NSW SA VIC NSW SA VIC NSW SA VIC NSW	PVT/Day PVT/Day Ag/Day Ag/Day PVT/Day Ag/Day Ag/Day CHTR/Day Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day Ag/Day	Frou and 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 that the aircraft failed to respond to his up-elevator movement. The pilot, not qualified for instrument flight, flew the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. 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 control. 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 control. 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. The passenger slipped while disembarking and stumbled into the rotating propeller. After disembarking, the passenger's attention was concentrated on waiting friends, and she inadvertantly walked into the rotating propeller. The aircraft covertured as a result of the excessive use of wheel prakes after touch-down. 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 it did not respond to elevatos control at the low speed existing. The cause of the power loss could not be determined. 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 which the aircraft caught fire. 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. Ouring a practice forced landing it is probable that the pilot misjudged his ground clearance in a side-alip manoeuvre, and the aircraft struck the ground and caught fire. One wheel brake remained locked on when the pilot released pressure during the l	Subst. Dest. Dest. Dest. Dest. Dest. Subst. Dest. Subst. Dest. Subst.	Pilot: A.Mahoney. PAX: T.Twyerould. (crash location "Cardigan railway crossing"). * Crash location also reported as "Staffordshire Reel" DCA report quotes type as DO-27H-Z. Actual DO-27H-2 Pilot: R.Westbrook. Pax: T.McKenzie. The aircraft was participating in an airshow at the RAAF base when the accident
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EXA EXA AWM RVK BKA/2 BGA RGU CXA RND DJD SAV?	DeHav. DeHav. DeHav. Beech DeHav. Cessna Jodel Dornier Cessna DeHav. Yeoman DeHav. Cessna DeHav. DeHav. Cessna Avro Cessna DeHav. Cessna Cessna	PA-24-250 878 Hornet Moth DHC-2 33 (Beech 35-833) DHC-2 172 YA-1 Cropmaster D9 Ultralight *D0-27H-2 1858 DHC-1 YA-1 Cropmaster 82 82 180 643 180 DHC-1 172E FN333 Riviera Amphibilan 205	22.06.64. 22.06.64. 22.06.64. 20.07.64. 18.08.64. 20.08.64. 21.08.64. 23.08.64. 03.09.64. 03.09.64. 03.09.64. 10.09.64. 11.09.64. 15.09.64. 18.09.64. 22.09.64. 22.09.64.	near Miniaton *Ironbank Cardigan (J.S.) near Aberfoyle *Italian Gully near Deepwater Cowell near Kerang Camberra aerodrome Dumpu (J.S.) Gora Banghoine Gladstone near Deerinallum near Cunderdin near Cunderdin near Cunderdin Near Canowindra near Mount Tyson Singleton Williamtown aerodrome near Trangie Bankstown aerodrome Carnaryon aerodrome Carnaryon aerodrome	near Ballarat near Armidale (J.S.) near Ballarat Canberra near Tauta (DCA) near Dandenong	SA SA VIC NSW SA VIC NSW SA VIC ACT PNG PNG VIC VIC VIC VIC WA NSW NSW NSW NSW	PVT/Day PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day PVT/Day Ag/Day PVT/Day PVT/Day PVT/Day Ag/Day From the aircraft called to respond to his up-elevator movement. The pilot, not qualified for instrument flight, flew the aircraft collided with the upwind boundary fence during an attempted take-off. The pilot states that the aircraft failed to respond to his up-elevator movement. The pilot, not qualified for instrument flight, flew the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. The pilot, who was not qualified for instrument flight, flew the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. The pilot, who was not qualified for instrument flight, flew to find his destination in low cloud and rain but the aircraft flew into level ground. 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 control. The pilot, who was not qualified for instrument flight, lost control whist flying in cloud at a low height and the aircraft dived into the fround. The passenger slipped while disembarking and stumbled into the rotating propeller. The aircraft overturned as a result of the excessive used where bracks after touch down. 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 it did not respond to elevators control at the low speed existing. The cause of the power loss could not be determined. Engine power failed immediately after take-off or assors undetermined, and a forced landing had to be made on boulders in a river bed, during which the aircraft caught fire. 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 struck the ground and caught fire. 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 ground and caught fir	Subst. Dest. Dest. Dest. Dest. Nii Minor Subst. Subst. Dest. Subst.	Pilot: A.Mahoney. PAX: T.Twyerould. (crash location "Cardigan railway crossing"). * Crash location also reported as "Staffordshire Reef" DCA report quotes type as DO-27H-Z. Actual DO-27H-2 Pilot: R.Westbrook. Pax: T.McKenzie. The aircraft was participating in an airshow at the RAAF base when the accident occured.	
EXA AWM RVK BKA/2 BGA RGU CXA RND DJD SAV?	DeHav. DeHav. DeHav. Beech DeHav. Cessna Jodel Dornier Cessna DeHav. Yeoman DeHav. DeHav. DeHav. DeHav. Cessna Avro Cessna DeHav. SiAl	PA-24-250 878 Hornet Moth DHC-2 33 (Beech 35-833) DHC-2 172 YA-1 Cropmaster D9 Ultralight *D0-27H-Z 1858 DHC-1 YA-1 Cropmaster 82 82 180 643 180 DHC-1 172E FN333 Riviera Amphibian 205	22.06.64. 22.06.64. 09.07.64. 18.08.64. 20.08.64. 21.08.64. 23.08.64. 23.08.64. 03.09.64. 03.09.64. 10.09.64. 11.09.64. 11.09.64. 18.09.64. 20.09.64. 20.09.64. 20.09.64.	near Miniaton *Ironbank Cardigan (J.S.) near Aberfoyle *Italian Gully near Deepwater Cowell near Kerang Carberra aerodrome Dumpu (J.S.) Gora Bangholme Gladstone near Oerrinallum near Cunderdin near Cunderdin near Cunderdin Near Canowindra near Mount Tyson Singleton Williamtown aerodrome near Trangie Bankstown aerodrome	near Ballarat near Armidale (J.S.) near Ballarat Canberra Canberra near Tauta (DCA) near Dandenong	SA SA VIC NSW VIC NSW SA VIC NSW SA VIC ACT PNG PNG VIC VIC WA NSW NSW NSW	PVT/Day PVT/Day Ag/Day Ag/Day Ag/Day PVT/Day Ag/Day CHTR/Day Ag/Day PVT/Day	Fround 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 that the aircraft failed to respond to his up-elevator movement. The pilot, not qualified for instrument flight, flew the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. The pilot, who was not qualified for instrument flight, the the aircraft into cloud over mountainous terrain at an unsafe height and it collided with the side of a hill. The pilot, who was not qualified for instrument flight, the pilot, who was not qualified for instrument flight, to control whilst flying in cloud at a low height and the aircraft struck the ground out of control. 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. The pilot show have not qualified for instrument flight, lost control whilst flying in cloud at a low height and the aircraft dived into the fround. The passenger slipped while disembarking and stumbled into the rotating propeller. After disembarking, the passenger's attention was concentrated on waiting friends, and she inadvertantly walked into the rotating propeller. The aircraft overturned as a result of the excessive use of wheel prakes after touch down. 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 it did not respond to elevators control at the low speed existing. The cause of the power loss could not be determined. In pilot states that the engine lost power at 70 feet after take-off. In attempting to reland the aircraft stught fire. 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. Ourning a low level are remained locked on when the pilot released pressure during the landing roll and	Subst. Dest. Dest. Dest. Dest. Nil Minor Subst. Subst. Dest. Subst.	Pilot: A.Mahoney. PAX: T.Twyerould. (crash location "Cardigan railway crossing"). * Crash location also reported as "Staffordshire Reef" DCA report quotes type as DO-27H-Z. Actual DO-27H-2 Pilot: R.Westbrook. Pax: T.McKenzie. The aircraft was participating in an airshow at the RAAF base when the accident occured.

PCB?	DeHav.	82	12.10.64.	near Dubbo		NSW	Ag/Day	A pilot, inexperienced in spraying techniques, attempted to fly too close to a tall wet crop and the aircraft overturned when it's undercarriage became entangled.	Subst.	
TNA?	Piper	PA-25-235	11.10.64.	near Rockley		QLD	Ag/Day	Pilot landed too far up the strip and could not stop the aircraft before it collided with a tree.	Subst.	
BBP	Cessna	180C	18.10.64.	near Bathurst		NSW	Ag/Day (Ferry)	The pilot landed cross-wind on a wet strip and allowed the aircraft to swing into rough ground where it groundlooped, collapsing the undercarriage.	Subst.	
IHE?	Hughes	269A	19.10.64.	Moorabbin aerodrome		VIC	Trng/Day (Dual)	Whilst in hover, at low level, the pilot in command lost the cyclic pitch control and the helicopter nosed down sharply, striking the ground.	Subst.	
BAJ	Cessna	180	20.10.64.	near Boorowa		NSW	Ag/Day	Inexperienced pilot was slow to correct a swing in take-off and the aircraft groundlooped, collapsing the undercarriage.	Subst.	
BAQ/2	Yeoman	YA-1 Cropmaster	24.10.64.	near Boorowa		NSW	Ag/Day	The aircraft struck the ground in a flat attitude with a high vertical component, probably in a pull-out from a dive, but the cause of this accident could not be determined.	Dest.	
RQH?	Piper	PA-22 Tripacer	28.10.64.	near Boort		VIC	PVT/Day	The aircraft struck a sheep just prior to touchdown, and the undercarriage collapsed in the landing roll.	Subst.	
	DeHav. Cessna	82 210	29.10.64. 29.10.64.	Redcliffe Camboon		QLD QLD	Ag/Day PVT/Day	During an attempted take-off, the overloaded aircraft sank back onto the ground and overturned in water on a tidal mud flat. When brake was applied during the landing run, the starboard main undercarriage leg collapsed due to failure of the saddle component, and the	Subst.	
								aircraft ran off the strip and collided with a tree and a fence.		
WRW	DeHav.	DHC-1	08.11.64.	North of Carnarvon		WA	PVT/Day	During an attempted forced landing following an engine power failure arising from a disconnection of the throttle linkage, the pilot allowed the aircraft to stall at a low level and it struck the ground nose down.	Dest.	
G?	Schleicher	KA-6 Glider	15.11.64.	near wedderburn		VIC	PVT/Day	The pilot allowed the aircraft to stall at a low altitude in a turn and it struck the ground and cartwheeled.	Subst.	LC had Could also as Called and Called as As Called had been dead.
KLA	Piper Cessna	PA-25-150 180	15.11.64. 20.11.64.	Westmar near Blayney		QLD NSW	Ag/Day Ag/Day	Pilot misjudged pullup over a tree which aircraft struck with starboard wing then rolled and struck the ground vertically. The pilot continued to operate after adverse wind change occurred. Dumping ineffective due to aircraft attitude and load dampness and aircraft	Subst.	J.S. has 'Crashed 29.10.64 and S.O.R. 15.11.64.' (to be checked)
KEO	Pi	PA-25[-150]	27.44.64			NON	4-70-	eventually struck ground in attempting to fly between trees.	5.1.4	J.S. quotes accident date as '26.11.64.'
KEO	Piper DeHav.	82 82	27.11.64. 28.11.64.	near Curlewis Camden aerodrome		NSW NSW	Ag/Day PVT/Day	The aircraft was still turning at the commencement of a spraying run and the wingtip entered the crop, followed by the aircraft. 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.	J.S. quotes accident date as 26.11.64.
CCII	Cessna	185 47D-1	01.12.64.	Alkena		PNG 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.	Subst.	* Location also reported as 'Hopai' (to be checked)
CSH	Bell	47D-1	14.12.64.	Hopoi *		PNG	AWK/Day	Following a loading change the pilot forgot to relocate the battery and the out of balance condition in the subsequent take-off caused the helicopter to strike the ground heavily,nose down,and the main rotor destroyed the tail boom.	Subst.	tocation also reported as hopai (to be checked)
TME	Cessna	182D	16.12.64.	Yannarie	S Goondiwindi	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/5F	17.12.64.	Hughenden		QLD	Trng/Day	Site right was insure to result the engine Figure was insure to result the engine Figure was insured to result the en	Subst.	
MFJ	DeHav.	82	18.12.64.	?	?	,	(Dual)	Reported as "Crashed 18.12.64" Could be a S.O.R. date for an earlier accident. (to be checked)	-	
SKY	Cessna	175	19.12.64.	near [off] Dromana	SSE Melbourne	VIC	AWK/Day	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.
-	Cessna	172B	19.12.64.	Cairns aerodrome		QLD	Trng/Day	could not be effected before the aircraft struck the water. 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.	Pilot: Dennis Berry and 3 Pax. One was 3UZ broadcaster Neil Thompson. All OK
							(Solo)	a lack of acceleration. The aircraft overran the strip and overturned in soft ground.		
RGD	Cessna	180	21.12.64.	Wyangala Dam	near Cowra	NSW	Ag/Day	Loading personnel failed to detect a piece of packing paper loaded into the hopper with the superphosphate and this blocked the hopper outlet, 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.	Subst.	
RKE	Victa	100 Airtourer	22.12.64.	Rockhampton aerodrome		QLD	Trng/Day	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	Dest.	
EB_?	Boeing	707-138B	23.12.64.	Singapore Airport		OTHER	(Solo) RPT/Day	and strike the ground, whereupon it caught fire. 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.	
_	_							initiated. The Captain did not employ the proper bounce recovery technique, but a subsequent landing with the severely damaged nose gear was carried out.		
-	Boomerang	ES-60 Glider	30.12.64.	near Dookie	ENE Shepparton	VIC	PVT/Day	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.	
FDG	Cessna	180	07.01.65.	Jandakot aerodrome		WA	PVT/Day	The silest did not adopted by a good a green the landing oil and the signaft provide the circle sellancing the next understand	Subst.	
FDG	Beech	23	07.01.65.	Mt.Dare	N Oodnadatta	SA	PVT/Day PVT/Day	The pillot did not adequately correct a swing during the landing roll and the aircraft ground looped to the right, collapsing the port undercarriage. 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	Subst.	
KAI	Cessna	180	15.01.65.	near Inverell		NSW	Ag/Day	absorber rod probably arising from incorrect initial assembly. 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.	
								the undercarriage.		
UTO?	Bell	47G-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 sevvered the tail boom.	Subst.	
		115 Airtourer	20.01.65.4	*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.
RSH	Victa	115 Airtourer	30.01.65.#	- Gletii Ossai Station	N Tamworth?	INDAA	111/004		Dest.	
КУН	Victa DeHav.	DHC-2	20.01.65.	near Fingal	N Tamworth?	TAS	Ag/Day	through power lines struck the ground and was destroyed by fire. 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	Subst.	# Date conflict. Victa Assoc. website quotes 20.01.65. AHSA quotes 30.01.65.
КУН					N lamworth?			through power lines struck the ground and was destroyed by fire.		
CDV?					6.5 nm Narromine			through power lines struck the ground and was destroyed by fire. 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		# Date conflict. Victa Assoc. website quotes 20.01.65. AHSA quotes 30.01.65. Pilot: Brian Shoobert. Aircraft owned by Albury Air Charter.
	DeHav.	DHC-2	20.01.65.	near Fingal		TAS	Ag/Day	through power lines struck the ground and was destroyed by fire. Journing 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 and the aircraft struck the ground. Engine power esseed in flight due to fuel exhaustion. The subsequent forced landing was not well conducted and resulted in collapse of the nose wheel. 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	Subst.	# Date conflict. Victa Assoc. website quotes 20.01.65. AHSA quotes 30.01.65.
CDV?	DeHav. Cessna Cessna	DHC-2 182[E]? 205[A]	20.01.65. 21.01.65. 24.01.65.	near Fingal "Maybrook" Homestead near Goroka	6.5 nm Narromine	TAS NSW PNG	Ag/Day PVT/Day CHTR/Day	through power lines struck the ground and was destroyed by fire. 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 taliplane and elevator, caused the pilot to lose control and the aircraft struck the ground. Engine power cessed in flight due to fuel exhaustion. The subsequent forced landing was not well conducted and resulted in collapse of the nose wheel. 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 8,350 feet a.m.s.l.	Subst. Subst. Dest.	# Date conflict. Victa Assoc. website quotes 20.01.65. AHSA quotes 30.01.65. Pilot: Brian Shoobert. Aircraft owned by Albury Air Charter.
CDV?	DeHav. Cessna Cessna Piper	DHC-2 182[E]? 205[A] PA-25-180 Pawnee	20.01.65. 21.01.65. 24.01.65. 27.01.65.	near Fingal "Maybrook" Homestead near Goroka Mossman	6.5 nm Narromine	NSW PNG QLD	Ag/Day PVT/Day CHTR/Day Ag/Day	through power lines struck the ground and was destroyed by fire. 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 taliplane and elevator, caused the pilot to lose control and the aircraft struck the ground. Engine power escaled in flight due to fuel exhaustion. The subsequent forced landing was not well conducted and resulted in collapse of the nose wheel. Jouring 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 8,350 feet a.m.s.l. The pilot misjudged his distance from known power line which the aircraft struck during spraying operations, dived to the ground and burned.	Subst.	# Date conflict. Victa Assoc. website quotes 20.01.65. AHSA quotes 30.01.65. Pilot: Brian Shoobert. Aircraft owned by Albury Air Charter.
CDV?	DeHav. Cessna Cessna	DHC-2 182[E]? 205[A] PA-25-180	20.01.65. 21.01.65. 24.01.65.	near Fingal "Maybrook" Homestead near Goroka	6.5 nm Narromine	TAS NSW PNG	Ag/Day PVT/Day CHTR/Day	through power lines struck the ground and was destroyed by fire. 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 taliplane and elevator, caused the pilot to lose control and the aircraft struck the ground. Engine power cessed in flight due to fuel exhaustion. The subsequent forced landing was not well conducted and resulted in collapse of the nose wheel. 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 8,350 feet a.m.s.l.	Subst. Subst. Dest.	# Date conflict. Victa Assoc. website quotes 20.01.65. AHSA quotes 30.01.65. Pilot: Brian Shoobert. Aircraft owned by Albury Air Charter.
CDV?	DeHav. Cessna Cessna Piper	DHC-2 182[E]? 205[A] PA-25-180 Pawnee 23 PA-22-135	20.01.65. 21.01.65. 24.01.65. 27.01.65.	near Fingal "Maybrook" Homestead near Goroka Mossman	6.5 nm Narromine	NSW PNG QLD	Ag/Day PVT/Day CHTR/Day Ag/Day	through power lines struck the ground and was destroyed by fire. Jouring 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 taliplane and elevator,caused the pilot to lose control and the aircraft struck the ground. 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. 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 8,350 feet a.m.s.l. The pilot misjudged his distance from known power line which the aircraft struck during spraying operations, dived to the ground and burned. 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. Subst. Dest. Dest.	# Date conflict. Victa Assoc. website quotes 20.01.65. AHSA quotes 30.01.65. Pilot: Brian Shoobert. Aircraft owned by Albury Air Charter.
CDV? GKG KLR	DeHav. Cessna Cessna Piper Beech	DHC-2 182[E]? 205[A] PA-25-180 Pawnee 23	20.01.65. 21.01.65. 24.01.65. 27.01.65. 31.01.65.	near Fingal "Maybrook" Homestead near Goroka Mossman Atherton	6.5 nm Narromine [nr.Mt.Helwig/Bena Gap]	NSW PNG QLD	Ag/Day PVT/Day CHTR/Day Ag/Day PVT/Day	through power lines struck the ground and was destroyed by fire. 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 ferce. The aircraft then became airborne but a piece of wire, entangled in the taliplane and elevator, caused the pilot to lose control and the aircraft struck the ground. Engine power esseed in flight due to fuel exhaustion. The subsequent forced landing was not well conducted and resulted in collapse of the nose wheel. 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 8,350 feet a.m.s.l. The pilot misjudged his distance from known power line which the aircraft struck during spraying operations, dived to the ground and burned. The aircraft became airborne at normal speed, but could not maintain flight and sank back onto the strip, skidded through the boundary fence and 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.	Subst. Subst. Dest. Dest. Subst.	# Date conflict. Victa Assoc. website quotes 20.01.65. AHSA quotes 30.01.65. Pilot: Brian Shoobert. Aircraft owned by Albury Air Charter.
CDV? GKG KLR WAG	Cessna Cessna Piper Beech Piper Victa	DHC-2 182[E]? 205[A] PA-25-180 Pawnee 23 PA-22-135 Tripacer 100 Airtourer	20.01.65. 21.01.65. 24.01.65. 27.01.65. 31.01.65. 06.02.65.	near Fingal "Maybrook" Homestead near Goroka Mossman Atherton near Einasleigh Moorabbin aerodrome	6.5 nm Narromine [nr.Mt.Helwig/Bena Gap] W Ingham	NSW PNG QLD QLD QLD VIC	Ag/Day PVT/Day CHTR/Day Ag/Day PVT/Day PVT/Day Trng/Day (Dual)	through power lines struck the ground and was destroyed by fire. Ourring 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 and the aircraft struck the ground. Engine power cessed in flight due to fuel exhaustion. The subsequent forced landing was not well conducted and resulted in collapse of the nose wheel. By 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 8,350 feet a.m.s.l. The pilot misjudged his distance from known power line which the aircraft struck during spraying operations, dived to the ground and burned. The aircraft became airborne at normal speed, but could not maintain flight and sank back onto the strip, skidded through the boundary fence and came to rest on its nose. The pilot that failed to compute a take-off weight and the aircraft was overloaded for the conditions prevailing. Whilst flying over a homested at a low height to attract attention, the aircraft collided with a tree and dived out of control into a flooded river, Following a probable engine failure at about 200 feet on take-off, the aircraft stalled while turning to the left and dived bot to the ground. The cause of the engine failure at about 200 feet on take-off, the aircraft stalled while turning to the left and dived bot to the ground. The cause of the engine failure at about 200 feet on take-off, the aircraft stalled while turning to the left and dived bot to the ground. The cause of the engine failure at about 200 feet on take-off, the aircraft stalled while turning to the left and dived bot to the ground. The cause	Subst. Subst. Dest. Dest. Subst. Dest. Dest. Dest. Dest.	# Date conflict. Victa Assoc. website quotes 20.01.65. AHSA quotes 30.01.65. Pilot: Brian Shoobert. Aircraft owned by Albury Air Charter.
CDV? GKG KLR WAG RVE STA/2	DeHav. Cessna Cessna Piper Beech Piper	DHC-2 182[E]? 205[A] PA-25-180 Pawnee 23 PA-22-135 Tripacer 100 Artourer	20.01.65. 21.01.65. 24.01.65. 27.01.65. 31.01.65. 06.02.65.	near Fingal "Maybrook" Homestead near Goroka Mossman Atherton near Einasleigh Moorabbin aerodrome Lake Pedder	6.5 nm Narromine [nr.Mt.Helwig/Bena Gap]	NSW PNG QLD QLD QLD VIC TAS	Ag/Day PVT/Day CHTR/Day Ag/Day PVT/Day PVT/Day Trng/Day	through power lines struck the ground and was destroyed by fire. Ourring 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 and the aircraft struck the ground. 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. 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 \$8,350 feet a.m.s.l. The pilot misjudged his distance from known power line which the aircraft struck during spraying operations, dived to the ground and burned. The aircraft became airborne at normal speed, but could not maintain flight and sank back onto the strip, skidded through the boundary fence and 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. Whilst flying over a homestead at a low height to attract attention, the aircraft collided with a tread and dived out of control into a flooded river. Following a probable engine failure at about 200 feet on take-off, the aircraft stalled while turning to the left and dived bito the ground. The cause of the engine failure was not determined. 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 which became extremely nose heavylost begitted and struck the ground in a shallow dive.	Subst. Subst. Dest. Dest. Subst. Dest. Subst. Dest. Subst.	# Date conflict. Victa Assoc. website quotes 20.01.65. AHSA quotes 30.01.65. Pilot: Brian Shoobert. Aircraft owned by Albury Air Charter.
CDV? GKG KLR WAG	Cessna Cessna Piper Beech Piper Victa	DHC-2 182[E]? 205[A] PA-25-180 Pawnee 23 PA-22-135 Tripacer 100 Airtourer	20.01.65. 21.01.65. 24.01.65. 27.01.65. 31.01.65. 06.02.65.	near Fingal "Maybrook" Homestead near Goroka Mossman Atherton near Einasleigh Moorabbin aerodrome	6.5 nm Narromine [nr.Mt.Helwig/Bena Gap] W Ingham	NSW PNG QLD QLD QLD VIC	Ag/Day PVT/Day CHTR/Day Ag/Day PVT/Day PVT/Day Trng/Day (Dual)	through power lines struck the ground and was destroyed by fire. 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 ferce. The aircraft then became airborne but a piece of wire, entangled in the taliplane and elevator, caused the pilot to lose control and the aircraft struck the ground. Engine power seeds in flight due to fuel exhaustion. The subsequent forced landing was not well conducted and resulted in collapse of the nose wheel. 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 8,350 feet a.m.s.l. The pilot misjudged his distance from known power line which the aircraft struck during spraying operations, dived to the ground and burned. The aircraft became airborne at normal speed, but could not maintain flight and sank back onto the strip "kidded through the boundary fence and 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. Whilst flying over a homestead at a low height to attract attention, the aircraft stalled while turning to the left and dived into the ground. The cause of the engine failure was not determined. Shortly after take-off the pilot towered 20 degrees of flap with the intention of improving the climb performance, but he did not retrim the aircraft 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 beeninadequately briefed, turned off the fuel and ignition and the	Subst. Subst. Dest. Dest. Subst. Dest. Dest. Dest. Dest.	# Date conflict. Victa Assoc. website quotes 20.01.65. AHSA quotes 30.01.65. Pilot: Brian Shoobert. Aircraft owned by Albury Air Charter.
CDV? GKG KLR WAG RVE STA/2	DeHav. Cessna Cessna Piper Beech Piper Victa Cessna	DHC-2 182[E]? 205[A] PA-25-180 Pawnee 23 PA-22-135 Tripacer 100 Artourer	20.01.65. 21.01.65. 24.01.65. 27.01.65. 31.01.65. 06.02.65.	near Fingal "Maybrook" Homestead near Goroka Mossman Atherton near Einasleigh Moorabbin aerodrome Lake Pedder	6.5 nm Narromine [nr.Mt.Helwig/Bena Gap] W Ingham	NSW PNG QLD QLD QLD VIC TAS	Ag/Day PVT/Day CHTR/Day Ag/Day PVT/Day PVT/Day PVT/Day Trng/Day (Dual) PVT/Day Trng/Day	through power lines struck the ground and was destroyed by fire. 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 ferce. The aircraft then became airborne but a piece of wire, entangled in the taliplane and elevator, caused the pilot to lose control and the aircraft struck the ground. Engine power seeds in flight due to fuel exhaustion. The subsequent forced landing was not well conducted and resulted in collapse of the nose wheel. By the consequence of the control of the	Subst. Subst. Dest. Dest. Subst. Dest. Subst. Dest. Subst.	# Date conflict. Victa Assoc. website quotes 20.01.65. AHSA quotes 30.01.65. Pilot: Brian Shoobert. Aircraft owned by Albury Air Charter.
CDV? GKG KLR WAG RVE STA/2	DeHav. Cessna Cessna Piper Beech Piper Victa Cessna DeHav.	DHC-2 182[E]? 205[A] PA-25-180 Pawnee 23 PA-22-135 Tripacer 100 Airtourer 172[D] DHC-1	20.01.65. 21.01.65. 24.01.65. 27.01.65. 31.01.65. 31.01.65. 06.02.65. 06.02.65.	near Fingal "Maybrook" Homestead near Goroka Mossman Atherton near Einasleigh Moorabbin aerodrome Lake Pedder Moorabbin airport	6.5 nm Narromine [nr.Mt.Helwig/Bena Gap] W Ingham	NSW PNG QLD QLD QLD VIC TAS	Ag/Day PVT/Day CHTR/Day Ag/Day PVT/Day Trng/Day (Oual) PVT/Day Trng/Day (Oual) PVT/Day	through power lines struck the ground and was destroyed by fire. Jouring 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 taliplane and elevator,caused the pilot to lose control and the aircraft struck the ground. 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. By 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 \$8,350 feet a.m.s.l. The pilot misjudged his distance from known power line which the aircraft struck during spraying operations, dived to the ground and burned. The aircraft became airborne at normal speed, but could not maintain flight and sank back onto the strip, skidded through the boundary fence and came to rest on its nose. The pilot this possible engine failure at about 200 feet on take-off, weight and the aircraft was overloaded for the conditions prevailing. Whist flying over a homestead at a low height to attract attention, the aircraft collided with a tree and divided out of control into a flooded river. Following a probable engine failure at about 200 feet on take-off, the aircraft stalled while turning to the left and dived but to the ground. The cause of the engine failure was not determined. 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 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 beeninadequately briefed, turned off the fuel and ignition and the instructor was continized to a forced landing on unsuitable terrain.	Subst. Subst. Dest. Dest. Subst. Dest. Dest. Subst. Dest. Subst. Subst.	# Date conflict. Victa Assoc. website quotes 20.01.65. AHSA quotes 30.01.65. Pilot: Brian Shoobert. Aircraft owned by Albury Air Charter.
CDV? GKG KLR WAG RVE STA/2	DeHav. Cessna Cessna Piper Beech Piper Victa Cessna DeHav. Cessna Piper	DHC-2 182[E]? 205[A] PA-25-180 Pawnee 23 PA-22-135 Tripacer 100 Airtourer 172[D] DHC-1 185 PA-22-108 Cott	20.01.65. 21.01.65. 24.01.65. 27.01.65. 31.01.65. 06.02.65. 06.02.65. 10.02.65. 11.002.65.	near Fingal "Maybrook" Homestead near Goroka Mossman Atherton near Einasleigh Moorabbin aerodrome Lake Pedder Moorabbin airport Porgera Moree	6.5 nm Narromine [nr.Mt.Helwig/Bena Gap] W Ingham	NSW PNG QLD QLD QLD VIC TAS VIC PNG NSW	Ag/Day PVT/Day CHTR/Day Ag/Day PVT/Day PVT/Day PVT/Day Trng/Day (Oual) PVT/Day Trng/Day (Oual) CHTR/Day PVT/Day	through power lines struck the ground and was destroyed by fire. Journag a downwand 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 taliplane and elevator,caused the pilot to lose control and the aircraft struck the ground. 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. During a flight across mountainous terrain in weather conditions marginal for VFR flight, the aircraft fliew into the top of a ridge at a height of about 8,350 feet a.m.s.l. The pilot misjudged his distance from known power line which the aircraft struck during spraying operations, dived to the ground and burned. The aircraft became airborne at normal speed, but could not maintain flight and sank back onto the strip, skidded through the boundary fence and came to rest on its nose. The pilot misjudged his distance from known power line which the aircraft struck during spraying operations, dived to the ground and burned. The aircraft became airborne at normal speed, but could not maintain flight and sank back onto the strip, skidded through the boundary fence and 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. Whist flying over a homesteed at a low height to attract attention, the aircraft stalled while turning to the left and dived ibto the ground. The cause of the engine failure at about 200 feet on take-off, the aircraft stalled while turning to the left and dived ibto the ground. The cause of the engine failure at about 200 feet on take-off, the aircraft stalled while turning to the left and dived ibto the ground. The cause of the engine failure at a most determined. Shortly after take-off the pilot lowered 20 degrees of flap with the intention of improving the climb perform	Subst. Subst. Dest. Dest. Dest. Dest. Subst. Dest. Subst. Subst. Subst. Subst. Subst.	# Date conflict. Victa Assoc. website quotes 20.01.65. AHSA quotes 30.01.65. Pilot: Brian Shoobert. Aircraft owned by Albury Air Charter.
CDV? GKG KLR WAG RVE STA/2 RVV	DeHav. Cessna Cessna Piper Beech Piper Victa Cessna DeHav.	DHC-2 182[E]? 205[A] PA-25-180 Pawnee 23 PA-22-135 Tripacer 100 Artourer 172[0] DHC-1 185 PA-22-108	20.01.65. 21.01.65. 24.01.65. 27.01.65. 31.01.65. 31.01.65. 06.02.65. 06.02.65. 10.02.65.	near Fingal "Maybrook" Homestead near Goroka Mossman Atherton near Einasleigh Moorabbin aerodrome Lake Pedder Moorabbin airport Porgera	6.5 nm Narromine [nr.Mt.Helwig/Bena Gap] W Ingham	NSW PNG QLD QLD QLD VIC TAS VIC	Ag/Day PVT/Day CHTR/Day Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day Trng/Day (Dual) PVT/Day Trng/Day (ChtR/Day CHTR/Day	through power lines struck the ground and was destroyed by fire. Journag a downward 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 taliplane and elevator,caused the pilot to lose control and the aircraft struck the ground. 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. 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 8,350 feet a.m.s.l. 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 8,350 feet a.m.s.l. The pilot misjudged his distance from known power line which the aircraft struck during spraying operations, dived to the ground and burned. The aircraft became airborne at normal speed, but could not maintain flight and sank back onto the strip, skidded through the boundary fence and came to rest on its nose. The pilot misjudged his distance from known power line which the aircraft stalled with a traven and videou out of control into dooded river. 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 of the engine failure was not determined. Sortly 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 which became extremely nose heavy, but height and struck the ground in a shallow dive. Following a simulated engine failure after take-off, the student, who had beeninadequately briefed, turned off the fuel and ignition and the extractor was committed to a forced landing on unsustable terrain. The pilot states that, during the landing run the po	Subst. Subst. Dest. Dest. Dest. Dest. Dest. Subst. Subst. Subst. Subst. Subst.	# Date conflict. Victa Assoc. website quotes 20.01.65. AHSA quotes 30.01.65. Pilot: Brian Shoobert. Aircraft owned by Albury Air Charter.
CDV? GKG KLR WAG RVE STA/2	DeHav. Cessna Cessna Piper Beech Piper Victa Cessna DeHav. Cessna Piper	DHC-2 182[E]? 205[A] PA-25-180 Pawnee 23 PA-22-135 Tripacer 100 Airtourer 172[D] DHC-1 185 PA-22-108 Cott	20.01.65. 21.01.65. 24.01.65. 27.01.65. 31.01.65. 06.02.65. 06.02.65. 10.02.65. 11.002.65.	near Fingal "Maybrook" Homestead near Goroka Mossman Atherton near Einasleigh Moorabbin aerodrome Lake Pedder Moorabbin airport Porgera Moree	6.5 nm Narromine [nr.Mt.Helwig/Bena Gap] W Ingham	NSW PNG QLD QLD QLD VIC TAS VIC PNG NSW	Ag/Day PVT/Day CHTR/Day Ag/Day PVT/Day PVT/Day PVT/Day Trng/Day (Oual) PVT/Day Trng/Day (Oual) CHTR/Day PVT/Day	through power lines struck the ground and was destroyed by fire. Journing 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 and the aircraft struck the ground. 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. By 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 \$8,350 feet a.m.s.l. The pilot misjudged his distance from known power line which the aircraft struck during spraying operations, dived to the ground and burned. The aircraft became airborne at normal speed, but could not maintain flight and sank back onto the strip, skidded through the boundary fence and 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. Whist flying over a homestead at a low height to attract attention, the aircraft stalled while turning to the left and dived but of control into a flooded river. Following a probable engine failure at about 200 feet on take-off, the aircraft stalled while turning to the left and dived blot the ground. The cause of the engine failure was not determined. 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 which became extremely nose heavylots height and struck the ground in a shallow dive. Following a simulated engine failure after take-off, the student, who had beeninadequately briefed, turned off the fuel and ignition and the instructor was committed to a forced anding on unsuitable terrain. The pilot states that, during the landing run the port brake failed and the aircraft swung to	Subst. Subst. Dest. Dest. Dest. Dest. Subst. Dest. Subst. Subst. Subst. Subst. Subst.	# Date conflict. Victa Assoc. website quotes 20.01.65. AHSA quotes 30.01.65. Pilot: Brian Shoobert. Aircraft owned by Albury Air Charter.
CDV? GKG KLR WAG RVE STA/2 RVV	DeHav. Cessna Piper Beech Piper Victa Cessna DeHav. Cessna Piper Cessna	DHC-2 182[E]? 205[A] PA-25-180 Pawnee 23 PA-22-135 Tripacer 100 Airtourer 172[0] DHC-1 185 PA-22-108 Colt 185	20.01.65. 21.01.65. 24.01.65. 27.01.65. 31.01.65. 31.01.65. 06.02.65. 06.02.65. 10.02.65. 11.02.65.	near Fingal "Maybrook" Homestead near Goroka Mossman Atherton near Einasleigh Moorabbin aerodrome Lake Pedder Moorabbin airport Porgera Moree Kabori	6.5 nm Narromine [nr.Mt.Helwig/Bena Gap] W Ingham	NSW PNG QLD QLD QLD VIC TAS VIC PNG NSW PNG	Ag/Day PVT/Day CHTR/Day Ag/Day PVT/Day PVT/Day PVT/Day Trng/Day (Dual) PVT/Day PVT/Day Trng/Day (Dual) PVT/Day Trng/Day (Dual) PVT/Day Trng/Day (Dual)	through power lines struck the ground and was destroyed by fire. Journing a downwant 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 and the aircraft struck the ground. 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. By 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 \$8,350 feet a.m.s.l. The pilot misjudged his distance from known power line which the aircraft struck during spraying operations, dived to the ground and burned. The aircraft became airborne at normal speed, but could not maintain flight and sank back onto the strip, skidded through the boundary fence and 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. Whist flying over a homestead at a low height to attract attention, the aircraft stolled with a tread and dived out of control into a flooded river. Following a probable engine failure at about 200 feet on take-off, the aircraft stalled while turning to the left and dived bito the ground. The cause of the engine failure at about 200 feet on take-off, the aircraft stalled while turning to the left and dived bito the ground. The cause of the engine failure at about 200 feet on take-off, the aircraft stalled while turning to the left and give the firm the aircraft which became extremely nose heavylos to height and struck the ground in a shallow dive. Following a simulated engine failure at the take-off, the student, who had beenniadequately briefed, turned off the fuel and ignition and the instructor was committed to a forced landing on unsurbable terrain. The pilot states that, duri	Subst. Subst. Dest. Dest. Subst. Dest. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst.	# Date conflict. Victa Assoc. website quotes 20.01.65. AHSA quotes 30.01.65. Pilot: Brian Shoobert. Aircraft owned by Albury Air Charter.
CDV? GKG KLR WAG RVE STA/2 RVV	DeHav. Cessna Piper Beech Piper Victa Cessna DeHav. Cessna Piper Auster	DHC-2 182[E]? 205[A] PA-25-180 Pawnee 23 PA-22-135 Tripacer 100 Artourer 172[0] DHC-1 185 PA-22-108 Colt 185	20.01.65. 21.01.65. 24.01.65. 27.01.65. 31.01.65. 31.01.65. 06.02.65. 06.02.65. 10.02.65. 13.02.65. 17.02.65.	near Fingal "Maybrook" Homestead near Goroka Mossman Atherton near Einasleigh Moorabbin aerodrome Lake Pedder Moorabbin airport Porgera Moree Kabori near Port Lincoln	6.5 nm Narromine [nr.Mt.Helwig/Bena Gap] W Ingham W Hobart	NSW PNG QLD QLD QLD VIC TAS VIC PNG NSW PNG SA	Ag/Day PVT/Day CHTR/Day Ag/Day PVT/Day PVT/Day PVT/Day Trng/Day (Dual) PVT/Day Trng/Day (Dual) PVT/Day Trng/Day (Dual) PVT/Day Ag/Day Ag/Day Ag/Day	through power lines struck the ground and was destroyed by fire. Journing 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 taliplane and elevator,caused the pilot to lose control and the aircraft struck the ground. 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. 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 8,350 feet a.m.s.l. The pilot misjudged his distance from known power line which the aircraft struck during spraying operations, dived to the ground and burned. The aircraft became airborne at normal speed, but could not maintain flight and sank back onto the strip, skidded through the boundary fence and came to rest on its nose. The pilot misjudged his distance from known power line which the aircraft struck during spraying operations, dived to the ground and burned. The aircraft became airborne at normal speed, but could not maintain flight and sank back onto the strip, skidded through the boundary fence and 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. Whist flying over a homesteed at a low height to attract attention, the aircraft stalled while turning to the left and dived libto the ground. The cause of the engine failure at about 200 feet on take-off, the aircraft stalled while turning to the left and dived libto the ground. The cause of the engine failure was not determined. Shortly after take-off the pilot towered 20 degrees of flap with the intention of improving the climb performance, but he did not retrim the aircraft which became extremely nose heavy, lost height and struck the ground in a shallow dive. Followi	Subst. Subst. Dest. Dest. Dest. Dest. Dest. Subst.	# Date conflict. Victa Assoc. website quotes 20.01.65. AHSA quotes 30.01.65. Pilot: Brian Shoobert. Aircraft owned by Albury Air Charter.
CDV? GKG KLR WAG RVE STA/2 RVV	DeHav. Cessna Piper Beech Piper Victa Cessna DeHav. Cessna Auster [IMCO] Cessna	DHC-2 182[E]? 205[A] PA-25-180 Pawnee 23 PA-22-135 Tripacer 100 Airtourer 172[D] DHC-1 185 PA-22-108 Colt 185 J/5G A9 Callair	20.01.65. 21.01.65. 24.01.65. 27.01.65. 31.01.65. 31.01.65. 06.02.65. 06.02.65. 10.02.65. 17.02.65. 21.02.65. 22.02.65.	near Fingal "Maybrook" Homestead near Goroka Mossman Atherton near Einasleigh Moorabbin aerodrome Lake Pedder Moorabbin airport Porgera Moree Kabori near Port Lincoin Wallaville near Oberon	6.5 nm Narromine [nr.Mt.Helwig/Bena Gap] W Ingham W Hobart WSW Bundaberg	TAS NSW PNG QLD QLD QLD VIC TAS VIC PNG NSW PNG SA QLD NSW	Ag/Day PVT/Day CHTR/Day Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day Trng/Day (Dual) PVT/Day Trng/Day (Dual) PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day	through power lines struck the ground and was destroyed by fire. Journing 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 taliplane and elevator,caused the pilot to lose control and the aircraft struck the ground. 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. 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 8,350 feet a.m.s.l. The pilot misjudged his distance from known power line which the aircraft struck during spraying operations, dived to the ground and burned. The aircraft became airborne at normal speed, but could not maintain flight and sank back onto the strip, skidded through the boundary fence and came to rest on its nose. The pilot misjudged his distance from known power line which the aircraft struck during spraying operations, dived to the ground and burned. The aircraft became airborne at normal speed, but could not maintain flight and sank back onto the strip, skidded through the boundary fence and 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. Whist flying over a homested at a low height to attract attention, the aircraft stalled while turning to the left and dived libto the ground. The cause of the engine failure at about 200 feet on take-off, the aircraft stalled while turning to the left and dived libto the ground. The cause of the engine failure was not determined. Shortly after take-off the pilot towered 20 degrees of flap with the intention of improving the climb performance, but he did not retrim the aircraft which became extremely nose heavy,lost height and struck the ground in a shallow dive. Following	Subst. Subst. Dest. Dest. Dest. Dest. Subst.	# Date conflict. Victa Assoc. website quotes 20.01.65. AHSA quotes 30.01.65. Pilot: Brian Shoobert. Aircraft owned by Albury Air Charter.
CDV? GKG KLR WAG RVE STA/2 RVV	DeHav. Cessna Piper Beech Piper Victa Cessna DeHav. Cessna Piper Auster Limcol	DHC-2 182[E]? 205[A] PA-25-180 Pawnee 23 PA-22-135 Tripacer 100 Airtourer 172[D] DHC-1 185 PA-22-108 Colt 185 J/5G A9 Callair	20.01.65. 21.01.65. 24.01.65. 27.01.65. 31.01.65. 31.01.65. 06.02.65. 06.02.65. 10.02.65. 17.02.65. 17.02.65. 21.02.65.	near Fingal "Maybrook" Homestead near Goroka Mossman Atherton near Einasleigh Moorabbin aerodrome Lake Pedder Moorabbin airport Porgera Moree Kabori near Port Lincoin Wallaville	6.5 nm Narromine [nr.Mt.Helwig/Bena Gap] W Ingham W Hobart	NSW PNG QLD QLD QLD VIC TAS VIC PNG NSW PNG SA QLD	Ag/Day PVT/Day CHTR/Day Ag/Day PVT/Day PVT/Day PVT/Day Trng/Day (Dual) PVT/Day Trng/Day (Dual) PVT/Day Trng/Day (Dual) PVT/Day Ag/Day Ag/Day Ag/Day	through power lines struck the ground and was destroyed by fire. Ourring a downwand 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 and the aircraft struck the ground. 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. By 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 \$8,350 feet a.m.s.l. The pilot misjudged his distance from known power line which the aircraft struck during spraying operations, dived to the ground and burned. The aircraft became airborne at normal speed, but could not maintain flight and sank back onto the strip, skidded through the boundary fence and came to rest on its nose. The pilot that failed to compute a take-off weight and the aircraft was overloaded for the conditions prevailing. Whist flying over a homestead at a low height to attract attention, the aircraft stolled with a tree and dived out of control into a flooded river. Following a probable engine failure at about 200 feet on take-off, the aircraft stalled while turning to the left and dived but for ground. The cause of the engine failure was not determined. 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 which became extremely nose heavyls to height and struck the ground in a shallow dive. Following a simulated engine failure after take-off, the student, who had beeninadequately briefed, turned off the fuel and ignition and the instructor was committed to a forced landing on unsulable terrain. The pilot states that, during the landing run the port brake failed and the aircraft sawing to the right. T	Subst. Subst. Dest. Dest. Dest. Dest. Dest. Subst. Dest.	# Date conflict. Victa Assoc. website quotes 20.01.65. AHSA quotes 30.01.65. Pilot: Brian Shoobert. Aircraft owned by Albury Air Charter.
CDV? GKG KLR WAG RVE STA/2 RVV	DeHav. Cessna Piper Beech Piper Victa Cessna DeHav. Cessna Auster [IMCO] Cessna	DHC-2 182[E]? 205[A] PA-25-180 Pawnee 23 PA-22-135 Tripacer 100 Airtourer 172[D] DHC-1 185 PA-22-108 Colt 185 J/5G A9 Callair	20.01.65. 21.01.65. 24.01.65. 27.01.65. 31.01.65. 31.01.65. 06.02.65. 06.02.65. 10.02.65. 17.02.65. 21.02.65. 22.02.65.	near Fingal "Maybrook" Homestead near Goroka Mossman Atherton near Einasleigh Moorabbin aerodrome Lake Pedder Moorabbin airport Porgera Moree Kabori near Port Lincoin Wallaville near Oberon	6.5 nm Narromine [nr.Mt.Helwig/Bena Gap] W Ingham W Hobart WSW Bundaberg	TAS NSW PNG QLD QLD QLD VIC TAS VIC PNG NSW PNG SA QLD NSW	Ag/Day PVT/Day CHTR/Day Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day Trng/Day (Dual) PVT/Day Trng/Day (Dual) PVT/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day	through power lines struck the ground and was destroyed by fire. Journing a downwand 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 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 struck the ground. Engine power reased in flight due to fuel exhaustion. The subsequent forced landing was not well conducted and resulted in collapse of the nose wheel. Engine power reased in flight due to fuel exhaustion. The subsequent forced landing was not well conducted and resulted in collapse of the nose wheel. The pilot misjudged his distance from known power line which the aircraft struck during spraying operations, dived to the ground and burned. The pilot misjudged his distance from known power line which the aircraft struck during spraying operations, dived to the ground and burned. The aircraft became airborne at normal speed, but could not maintain flight and sank back onto the strip, skidded through the boundary fence and 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. Whist 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. Following a probable engine failure at about 200 feet on take-off, the aircraft stalled while turning to the left and dived both the ground. The cause of the engine failure at about 200 feet on take-off, the aircraft stalled while turning to the left and dived both the ground. The cause of the engine failure at about 200 feet on take-off, the aircraft stalled while turning to the left and dived both the ground. The cause of the engine failure at the stake-off, the student, who had been inadequately briefed, turned off the fuel and ignition and the instructor was committed to a forced landing on uns	Subst. Subst. Dest. Dest. Dest. Dest. Subst.	# Date conflict. Victa Assoc. website quotes 20.01.65. AHSA quotes 30.01.65. Pilot: Brian Shoobert. Aircraft owned by Albury Air Charter.
CDV? GKG KLR WAG RVE STA/2 RVV MFA/2 WWB/2	DeHav. Cessna Piper Beech Piper Victa Cessna DeHav. Cessna Auster [IMCO] Cessna Piper	DHC-2 182[E]? 205[A] PA-25-180 Pawnee 23 PA-22-135 Tripacer 100 Airtourer 172[D] DHC-1 185 PA-22-108 Colt 185 J/56 A9 Callair 180 PA-22 182[E]? PA-18[-150]	20.01.65. 21.01.65. 24.01.65. 27.01.65. 31.01.65. 31.01.65. 06.02.65. 06.02.65. 10.02.65. 11.02.65. 21.02.65. 22.02.65. 22.02.65. 04.03.65.	near Fingal "Maybrook" Homestead near Goroka Mossman Atherton near Einasleigh Moorabbin aerodrome Lake Pedder Moorabbin airport Porgera Moree Kabori near Port Lincoin Wallaville near Oberon near Trunkey	6.5 nm Narromine [nr.Mt.Helwig/Bena Gap] W Ingham W Hobart WSW Bundaberg	TAS NSW PNG QLD QLD QLD VIC TAS VIC PNG NSW PNG SA QLD NSW NSW	Ag/Day PVT/Day CHTR/Day Ag/Day PVT/Day PVT/Day PVT/Day PVT/Day Trng/Day (Dual) PVT/Day Trng/Day (Dual) PVT/Day Trng/Day (Dual) Ag/Day Ag/Day Ag/Day Ag/Day Ag/Day Trng/Day (Solo)	through power lines struck the ground and was destroyed by fire. Journing 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 taliplane and elevator,caused the pilot to lose control and the aircraft struck the ground. 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. 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 8,350 feet a.m.s.l. The pilot misjudged his distance from known power line which the aircraft struck during spraying operations, dived to the ground and burned. The aircraft became airborne at normal speed, but could not maintain flight and sank back onto the strip, skidded through the boundary fence and came to rest on its nose. The pilot misjudged his distance from known power line which the aircraft struck during spraying operations, dived to the ground and burned. The aircraft became airborne at normal speed, but could not maintain flight and sank back onto the strip, skidded through the boundary fence and 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. Whist flying over a homested at a low height to attract attention, the aircraft stalled while turning to the left and dived ibto the ground. The cause of the engine failure at about 200 feet on take-off, the aircraft stalled while turning to the left and dived ibto the ground. The cause of the engine failure was not determined. Shortly after take-off the pilot towered 20 degrees of flap with the intention of improving the climb performance, but he did not retrim the aircraft which became extremely nose heavy, lost height and struck the ground in a shallow dive. Following	Subst. Subst. Dest. Dest. Dest. Dest. Subst.	# Date conflict. Victa Assoc. website quotes 20.01.65. AHSA quotes 30.01.65. Pilot: Brian Shoobert. Aircraft owned by Albury Air Charter.
CDV? GKG KLR WAG RVE STA/2 RVV MFA/2 WWB/2 UQW? KFA IAU? MLE	DeHav. Cessna Piper Beech Piper Victa Cessna DeHav. Cessna Piper Cessna Auster [IMCO] Cessna Piper Cessna Piper	DHC-2 182[E]? 205[A] PA-25-180 Pawnee 23 PA-22-135 Tripacer 100 Airtourer 172[D] DHC-1 185 PA-22-108 Colt 185 A9 Callair 180 PA-22 182[E]? PA-18[-150] Super-Cub	20.01.65. 21.01.65. 24.01.65. 24.01.65. 31.01.65. 31.01.65. 31.01.65. 06.02.65. 06.02.65. 10.02.65. 11.02.65. 21.02.65. 22.02.65. 22.02.65. 04.03.65. 08.03.65.	near Fingal "Maybrook" Homestead near Goroka Mossman Atherton near Einasleigh Moorabbin aerodrome Lake Pedder Moorabbin airport Porgera Moree Kabori near Port Lincoln Wallaville near Oberon near Trunkey near Wingello Lakes Entrance	6.5 nm Narromine [nr.Mt.Helwig/Bena Gap] W Ingham W Hobart WSW Bundaberg E Cowra	TAS NSW PNG QLD QLD VIC TAS VIC PNG NSW PNG SA QLD NSW NSW NSW VIC	Ag/Day PVT/Day CHTR/Oay Ag/Day PVT/Day PVT/Day PVT/Day Trng/Day (Dual) PVT/Day Trng/Day (Dual) PVT/Day Trng/Day Ag/Day AWK/Day AWK/Day	through power lines struck the ground and was destroyed by fire. Journing 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 taliplane and elevator,caused the pilot to lose control and the aircraft struck the ground. 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. Jouring 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 8,350 feet a.m.s.l. The pilot misjudged his distance from known power line which the aircraft struck during spraying operations, dived to the ground and burned. The aircraft became airborne at normal speed, but could not maintain flight and sank back onto the strip, skidded through the boundary fence and came to rest on its nose. The pilot this place of the conditions prevailing. Whitsi flying over a homestead at a low height to attract attention, the aircraft stalled while turning to the left and dived ibto the ground. The cause of the engine failure was not determined. 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 of the engine failure was not determined. Shortly after take-off the pilot towered 20 degrees of flap with the intention of improving the climb performance, but he did not retrim the aircraft 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 beeninadequately briefed, turned off the fuel and ignition and the instructor was committed to a forced landing on unsuitable terrain. The pilot states that, during the landing run the port the student, who had beeninadequately briefed, turned off th	Subst. Subst. Dest. Dest. Dest. Dest. Dest. Subst.	# Date conflict. Victa Assoc. website quotes 20.01.65. AHSA quotes 30.01.65. Pilot: Brian Shoobert. Aircraft owned by Albury Air Charter.
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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.	
UTP?	Bell	47J-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	Subst.	
				•				on to the skids, the main rotor blades struck and severed the tail boom.		
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.	
REE?	Cessna	Glider 172	11.05.65.	Wathopa Station	near Eulo	QLD	DVT/Day	take-off point. 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.	
NEET	Cessila	1/2	11.05.05.	watriopa station	ilear Eulo	QLD	PVT/Day	The engine stated when the pinot was nation swinging the propert to clear a nodoce distorter. The distorter and the ancient collided with trees. The pinot had failed to ensure the magneto switches were in the "OFF" position.	Subst.	
PIJ	Piper	PA-25-235	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	Dest.*	* The aircraft was later rebuilt and returned to the ACAR as VH-PIJ.
		Pawnee						into the ground. The fuel tank ruptured and the aircraft was destroyed by fire.		
	Cessna Cessna	180 180	20.05.65.	Scone Goulburn		NSW 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.	
	Cessila	100	25.05.65.	Goulburn		INDAA	Ag/Day	The pilot did not maintain adequate directional control after an abandoned take-off and the aircraft ground looped ,collapsing the starboard undercarriage. The take-off was abandoned because of restricted vision arising from a dirty wind screen.	Subst.	
	Piper	PA-25-235	27.05.65.	near Tooraweenah		NSW	Ag/Day	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.	
								undercarriage collapsed.		
CFK	Piper Victa	PA-25-235 100	27.05.65. 09.06.65.	near Trayning Bacchus Marsh aerodrome	W Melbourne	WA VIC	Ag/Day Trng/Day	During a take-off from an area of insufficient length the aircraft struck a tree and dived to the ground. 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	Subst. Subst.	
CFK	VICLA	Airtourer	09.00.05.	Baccilus iviaisii aerouronie	w weibourne	VIC	(Dual)	Subsequent to a similarity engine ration at a tow reignit and relaxe-on the pinot towered the riose of the artifact an excessive amount, and the instructor failed to take appropriate remedial action before the aircraft struck the ground.	Subst.	
SAC/2	DeHav.	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.	
				- 100.1				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.	
	Yeoman	YA-1	20.06.65.	near Narrogin		WA	Ag/Day	At the completion of a spray run the pilot misjudged the pull up. The aircraft struck a tree and crashed to the ground.	Dest.	
		Cropmaster								
	Cessna	150	21.06.65.	Kingaroy aerodrome		QLD	Trng/Day (Solo)	The pilot did not employ effective recovery action after a bounce and the aircraft landed heavily on the nosewheel which collapsed.	Subst.	
ADL	Bristol	170[-31]	26.06.65.	near Pimpana		OLD	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 pilot carried out a forced landing in a field and ran through two fences and a drainage channel collapsing the port undercarriage. It is probable		,
								that the engine malfunctions were the results of carburettor ice accretion and this situation was not appreciated by the pilot in flight.		
DWF	Cessna DeHav.	U206 82	28.06.65. 03.07.65.	Bundi Gap * Bankstown aerodrome		PNG NSW	PVT/Day PVT/Day	The aircraft flew into a cliff face whilst operating near mountainous terrain without adequate conditions for visual flight. While attempting to turn on a sealed surface without wingtip assistance, the pilot lost control of the aircraft which ran into a ditch.	Dest. Subst.	* Crash location also reported as Asaloka Gap. Pilot. FR. Joe Walachy.
MEG	DeHav. Piper	82 PA-22-108	03.07.65.	30 nm E Jandakot a/d.		WA	Trng/Day	While attempting to turn on a sealed surface without wingtip assistance, the pilot lost control of the aircraft which ran into a ditch. During a local training flight the pilot became lost in deteriorating weather conditions and carried out a precautionary landing on unsuitable	Subst.	
							(Solo)	terrain,during which the aircraft overturned.		
TOX	[IMCO]	Calair A9	05.07.65.	near Henty		NSW	Ag/Day	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.	
\vdash	Die	DA 24 250	12.07.55	Discola Charles	Miliahaa' - Pid-	New	CUTP/D	inspection prior to commencing spraying operations.	Colect	
	Piper	PA-24-250	13.07.65.	Birrah Station	N Lightning Ridge	NSW	CHTR/Day	During take-off from a short strip the aircraft became airborne prematurely and the pilot selected the landing gear up. The aircraft sank back onto the ground with the landing-gear partially retracted.	Subst.	
GSF?	Noorduyn	UC-64A	15.07.65.	near Timor		NSW	Ag/Day	Engine power was lost shortly after take-off and in the subsequent foeced landing on unsuitable terrain the aircraft overturned. The engine failure	Subst.	
L		Norseman	L			<u> </u>		was caused by a faulty ignition switch.		
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	Subst.	
вхх	DeHav.	82	21.07.65.	Kingaroy aerodrome		QLD	PVT/Day	During a turn onto base leg at a low height the pilot allowed the aircraft to enter a semi-stalled condition which he did no recognise. He then	Subst.	
								attempted to carry out a forced landing off the aerodrome and the aircraft struck the ground in a steep nose down attitude.		
	DeHav.	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.	
IDN?	DeHav.	DHC-2	23.07.65.	near Tuggeronong (sic)		NSW	Ag/Day	fence and overturned. 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.	Typo. Should be Tuggeranong.
1511.	Derius.	Sile 2	23.07.03.	near raggerations (ster		11311	716/ Duy	failure of the cam drive gear.	Subst.	Typo: Should be ruggerunong.
GQR	[Alsema]	Sagitta II	26.07.65.*	Warkworth	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)
	et and	Glider	24.07.65	B.H.t.	N. Nicosak 2	NCM	nu er (n	line of bolts carrying the wing attachment fitting.	Subst.	
G?	Slingsby	T31B Glider	24.07.65.	near Bellata	N Narrabri	NSW	PVT/Day	During an approach, the landing path was obstructed by a vehicle and the pilot was obliged to land across the field in a cross-wind exceeding the maximum permissible. During the level off the port wing-tip struck the ground.	Subst.	
	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	Subst.	
								power lines,but failed to observe any.		
BOH/2	Cessna	182[B]	26.07.65. 27.07.65.	near Glenorchy	[10nm.N Stawell]	VIC	PVT/Day	The pilot continued the flight into adverse weather conditions and when compelled to land on unsuitable terrain the aircraft struck a tree.	Subst.	
AIH	Auster	J/1	27.07.65.	Rubyvale	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.	
UTK?	Bell	47D1	28.07.65.	Wadeye	near Port Keats	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.	
								unoccupied an application of engine power occurred, it became airborne and then crashed to the ground.		
	Piper	PA-22-150 "Caribbean"	01.08.65.	Wagin aerodrome		WA	PVT/Day	During a landing in gusty cross-wind conditions the pilot allowed the aircraft to touch down heavily on the nose wheel which collapsed.	Subst.	
RMJ	Vickers	V-832 Viscount	04.08.65.			VIC	RPT/Day	In-flight engine fire during Canberra-Melbourne RPT service. Divert to Mangalore, V. details to add.	Subst.	
BPR	Percival	Proctor 3	05.08.65.	Banka Banka	N Tennant Creek	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	Subst.	
								strip. On touchdown the aircraft swung off the strip onto unsuitable terrain.		
DNE	Cessna	172[F] PA-25-235	08.08.65.	Goulburn aerodrome near Barraba	NW Tamworth	NSW	PVT/Day	During a demonstration flight, the pilot performed an acrobatic manoeuvre at a low height during which the aircraft struck the ground. 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	Dest. Subst.	
	Piper	PA-25-235	09.08.65.	near Barraba	NW Tamworth	NSW	Ag/Day	In e pilot was forced to land on unsuitable terrain because or an engine failure, and the aircraft collined with refee. The engine failure arose from didintegration of a magneto drive shaft thrust washer which fouled and stripped the valve timing gear train.	Subst.	
CLG	Beech	C-18S	12.08.65.	Cresswell Downs	NE Tennant Creek	NT	RPT/Day	When brakes were applied during the landing run ,the starboard wheel and axle became detached from the undercarriage leg and the aircraft	Subst.	
								ground looped. The failure was due to the incorrect fitting of the axle cap retaining bolts during maintenance.		
	Cessna	182	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 was restricted due to forward fuselage distortion which occurred during the heavy landing.	Subst.	
MUB	Victa	115	16.08.65.	near Hinchinbrook Island	SSE Tully	QLD	PVT/Day	was restricted use to noward unserage distortion winth occurred upting the reasy failuring. 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.	
		Airtourer	1				1 ' '			
\vdash								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		l l
1	Mar	Mari- 24	15.00.55	Vol	ALC Colors	100	DVT/Dev	determine the cause of the accident.	Cubet	
	Mooney	Mark 21	15.08.65.	Yalca	NE Echuca	VIC	PVT/Day		Subst.	
THG	Mooney	Mark 21 47J-2	15.08.65. 19.08.65.	Yalca Melbourne (Essendon) Airport	NE Echuca	VIC	PVT/Day PVT/Day	determine the cause of the accident. Due to deteriorating weather the pilot attempted a precautionary landing in which he undershot the selected landing area and the port wing struck the downwind fence. 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.	
	Bell	47J-2	19.08.65.	Melbourne (Essendon) Airport	NE Echuca	VIC	PVT/Day	determine the cause of the accident. Due to deteriorating weather the pilot attempted a precautionary landing in which he undershot the selected landing area and the port wing struck the downwind fence. Shortly after take-off, when at a height and speed which preduded a successful auto-rotational landing, a clutch failure resulted in the helicopter striking the ground in a tail-down attitude, and the tail boom was severed by the main rotor blades.	Subst.	
THG					NE Echuca			determine the cause of the accident. Due to deteriorating weather the pilot attempted a precautionary landing in which he undershot the selected landing area and the port wing struck the downwind fence. Shortly after take-off, when at a height and speed which precluded a successful auto-rotational landing, a clutch failure resulted in the helicopter striking the ground in a tail-down attitude, and the tail boom was severed by the main rotor blades. The pilot recognised too late an overshoot situation in an approach to a one-way airstrip. The aircraft touched down too fast and harsh braking was		
GKE	Bell Cessna	47J-2	19.08.65. 25.08.65.	Melbourne (Essendon) Airport	NE Echuca	VIC	PVT/Day CHTR/Day	determine the cause of the accident. Due to deteriorating weather the pilot attempted a precautionary landing in which he undershot the selected landing area and the port wing struck the downwind fence. Shortly after take-off, when at a height and speed which precluded a successful auto-rotational landing, a clutch failure resulted in the helicopter striking the ground in a Ital-down attitude, and the tail boom was severed by the main rotor blades. The pilot recognised too late an overshoot situation in an approach to a one-way airstrip. The aircraft touched down too fast and harsh braking was applied but the aircraft overtured.	Subst.	
	Bell	47J-2 185[A]	19.08.65.	Melbourne (Essendon) Airport Tabibuga	NE Echuca	VIC	PVT/Day	determine the cause of the accident. Due to deteriorating weather the pilot attempted a precautionary landing in which he undershot the selected landing area and the port wing struck the downwind fence. Shortly after take-off, when at a height and speed which precluded a successful auto-rotational landing, a clutch failure resulted in the helicopter striking the ground in a tail-down attitude, and the tail boom was severed by the main rotor blades. The pilot recognised too late an overshoot situation in an approach to a one-way airstrip. The aircraft touched down too fast and harsh braking was applied but the aircraft overturned. Shortly after becoming airborne, a stiffness in the control column led the pilot to believe that he had only limited elevator control. He initiated a turn 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	Subst.	
GKE	Bell Cessna	47J-2 185[A]	19.08.65. 25.08.65.	Melbourne (Essendon) Airport Tabibuga	NE Echuca	VIC	PVT/Day CHTR/Day	determine the cause of the accident. Due to deteriorating weather the pilot attempted a precautionary landing in which he undershot the selected landing area and the port wing struck the downwind fence. Shortly after take-off, when at a height and speed which precluded a successful auto-rotational landing, a clutch failure resulted in the helicopter striking the ground in a tail-down attitude, and the tail boom was severed by the main rotor blades. The pilot recognised too late an overshoot situation in an approach to a one-way airstrip. The aircraft touched down too fast and harsh braking was applied but the aircraft overturned. Shortly after becoming airborne, a stiffness in the control column led the pilot to believe that he had only limited elevator control. He initiated a turn	Subst.	
GKE WEA	Bell Cessna Auster Cessna	47J-2 185[A] J/5	19.08.65. 25.08.65. 29.08.65. 29.08.65.	Melbourne (Essendon) Airport Tabibuga Barellan Homevale Station	NE Echuca	VIC PNG NSW	PVT/Day CHTR/Day PVT/Day CHTR/Day	determine the cause of the accident. Due to deterriorating weather the pitot attempted a precautionary landing in which he undershot the selected landing area and the port wing struck the downwind fence. Shortly after take off, when at a height and speed which precluded a successful auto-rotational landing a clutch failure resulted in the helicopter striking the ground in a tail-down attitude, and the tail boom was severed by the main rotor blades. The pilot recognised too late an overshoot situation in an approach to a one-way airstrip. The aircraft touched down too fast and harsh braking was applied but the aircraft overturned. Shortly after becoming airbornea, stiffness in the control column led the pilot to believe that he had only limited elevator control. He initiated a turn to starboard in an attempt to lain of the same field, but the aircraft stailed and dived to the ground. The stiffness of the elevator control was caused by the control cables rubbing on a deformed aluminium cable cover.	Subst. Subst. Subst. Dest.	
GKE	Bell Cessna	47J-2 185[A]	19.08.65. 25.08.65.	Melbourne (Essendon) Airport Tabibuga	NE Echuca	VIC	PVT/Day CHTR/Day	determine the cause of the accident. Due to deteriorating weather the pilot attempted a precautionary landing in which he undershot the selected landing area and the port wing struck the downwind fence. Shortly after take-off, when at a height and speed which precluded a successful auto-rotational landing, a clutch failure resulted in the helicopter striking the ground in a tail-down attitude, and the tail boom was severed by the main rotor blades. The pilot recognised too late an overshoot situation in an approach to a one-way airstrip. The aircraft touched down too fast and harsh braking was applied but the aircraft overturned. Shortly after becoming airborne, a stiffness in the control column led the pilot to believe that he had only limited elevator control. He initiated a turn 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	Subst.	
GKE WEA	Bell Cessna Auster Cessna	47J-2 185[A] J/5 182A SA29 "Spraymaster"	19.08.65. 25.08.65. 29.08.65. 29.08.65.	Melbourne (Essendon) Airport Tabibuga Barellan Homevale Station	NE Echuca SW Mackay	VIC PNG NSW	PVT/Day CHTR/Day PVT/Day CHTR/Day	determine the cause of the accident. Due to deteriorating weather the pilot attempted a precautionary landing in which he undershot the selected landing area and the port wing struck the downwind fence. Shortly after take-off ,when at a height and speed which precluded a successful auto-rotational landing, a clutch failure resulted in the helicopter striking the ground in a tall-down attitude, and the tail boom was severed by the main rotor blades. The pilot recognised too late an overshoot situation in an approach to a one-way aistrip. The aircraft touched down too fast and harsh braking was applied but the aircraft overturned. Shortly after becoming airborne, a stiffness in the control column led the pilot to believe that he had only limited elevator control. He initiated a turn to starboard in an attempt to land in the same field, but the aircraft stalled and divived to the ground. The stiffness of the elevator control was caused by the control cables rubbing on a deformed aluminium cable cover. The aircraft ran away after a hand start and collided with a heavy wooden cattle yard fence. Shortly after take-off engine power was lost due to trule exhaustion and the pilot attempted to return to the aerodrome, but the aircraft stalled and divided dimost vertically into the ground. The aircraft crafted and burnt during a flight made to inspect stock watering points. There was no eye-witness to the accident, but the evidence was	Subst. Subst. Subst. Dest.	
GKE WEA EMS SJD KRP/2	Bell Cessna Auster Cessna Sasin Cessna	47J-2 185[A] J/5 182A SA29 "Spraymaster" (DHC-1) 182[C]	19.08.65. 25.08.65. 29.08.65. 29.08.65. 02.09.65. 07.09.65.	Melbourne (Essendon) Airport Tabibuga Barellan Homevale Station Goulburn 22 nm SSE Brunette Downs Hstd.	SW Mackay	PNG NSW QLD NSW NSW	PVT/Day CHTR/Day PVT/Day CHTR/Day PVT/Day PVT/Day	determine the cause of the accident. Due to deteriorating weather the pitot attempted a precautionary landing in which he undershot the selected landing area and the port wing struck the downwind fence. Shortly after take-off, when at a height and speed which precluded a successful auto-rotational landing a clutch failure resulted in the helicopter striking the ground in a tail-down attitude, and the tail boom was severed by the main rotor blades. The pitor recognised too late an overshoot situation in an approach to a one-way airstrip. The aircraft touched down too fast and harsh braking was applied but the aircraft staffens in the control column led the pilot to believe that he had only limited elevator control. He initiated a turn to starboard in an attempt to lain of the same field, but the aircraft staffed and dived to the ground. The stiffness of the elevator control was caused by the control cables rubbing on a deformed aluminium cable cover. The aircraft rand way after a hand soft and account of the short of the same field, but the aircraft staffed and dived to the ground. The stiffness of the elevator control was caused by the control cables rubbing on a deformed aluminium cable cover. Shortly after take-off engine power was lost due to fuel exhaustion and the pilot attempted to return to the aerodrome, but the aircraft staffed and dived almost vertically into the ground. The aircraft crashed and burnt during a flight made to inspect stock watering points. There was no eye-witness to the accident, but the evidence was consistent with the aircraft straft be ground during a low level turn.	Subst. Subst. Dest. Subst. Dest.	
GKE WEA EMS SJD	Bell Cessna Auster Cessna Sasin	471-2 185[A] 1/5 182A SA29 "Spraymaster" (DHC-1)	19.08.65. 25.08.65. 29.08.65. 29.08.65. 02.09.65.	Melbourne (Essendon) Airport Tabibuga Barellan Homevale Station Goulburn	NE Echuca SW Mackey near Glenn Innes	VIC PNG NSW QLD NSW	PVT/Day CHTR/Day PVT/Day CHTR/Day PVT/Day	determine the cause of the accident. Due to deteriorating weather the pilot attempted a precautionary landing in which he undershot the selected landing area and the port wing struck the downwind fence. Shortly after take-off, when at a height and speed which precluded a successful auto-rotational landing, a clutch failure resulted in the helicopter striking the ground in a Ital-down attitude, and the tail boom was severed by the main rotor blades. The pilot recognised too late an overshoot situation in an approach to a one-way aistrip. The aircraft touched down too fast and harsh braking was applied but the aircraft overturned. Shortly after becoming airborne, a stiffness in the control column led the pilot to believe that he had only limited elevator control. He initiated a turn 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 by the control cables rubbing on a deformed aluminium cable cover. The aircraft can away after a hand start and collided with a heavy wooden cattle yard fence. 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 dived almost vertically into the ground. The aircraft crafted and burnt during a flight made to inspect stock watering points. There was no eye-witness to the accident, but the evidence was consistent with the aircraft striking the ground during a low level turn.	Subst. Subst. Subst. Dest. Subst.	* Locality error. Urandangle is in NSW.
GKE WEA EMS SJD KRP/2	Bell Cessna Auster Cessna Sasin Cessna	47J-2 185[A] J/5 182A SA29 "Spraymaster" (DHC-1) 182[C]	19.08.65. 25.08.65. 29.08.65. 29.08.65. 02.09.65. 07.09.65.	Melbourne (Essendon) Airport Tabibuga Barellan Homevale Station Goulburn 22 nm SSE Brunette Downs Hstd.	SW Mackay	PNG NSW QLD NSW NSW	PVT/Day CHTR/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day	determine the cause of the accident. Due to deteriorating weather the pitot attempted a precautionary landing in which he undershot the selected landing area and the port wing struck the downwind fence. Shortly after take-off, when at a height and speed which precluded a successful auto-rotational landing a clutch failure resulted in the helicopter striking the ground in a tail-down attitude, and the tail boom was severed by the main rotor blades. The pitor recognised too late an overshoot situation in an approach to a one-way airstrip. The aircraft touched down too fast and harsh braking was applied but the aircraft state of the structured. Shortly after becoming airborne, a stiffness in the control column led the pilot to believe that he had only limited elevator control. He initiated a turn to starboard in an attempt to lain of the same field, but the aircraft stalled and dived to the ground. The stiffness of the elevator control was caused by the control cables rubbing on a deformed aluminium cable cover. The aircraft rand way after a hand start and coilided with a heavy wooden cattle yard fence. 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 dived almost vertically into the ground. The aircraft crashed and burnt during a flight made to inspect stock watering points. There was no eye-witness to the aecident, but the evidence was consistent with the aircraft strails by goround furing a low level turn. Following a low run made to clear sheep from a strip 4,300 feet. AM.S.L. the pilot attempted to climb straight ahead, but probably because of reduced eninge reformance in the high density affect the aircraft strailed and dived to the aircraft strailed and struck the ground.	Subst. Subst. Dest. Subst. Dest.	* Locality error. Urandangie is in NSW.
GKE WEA EMS SJD KRP/2	Bell Cessna Auster Cessna Sasin Cessna Victa Fairchild	47J-2 185[A] 1/5 182A SA29 "Spraymaster" (OHC-1) 182[C] 100 "Airtourer" Argus 24W	19.08.65. 25.08.65. 29.08.65. 29.08.65. 02.09.65. 07.09.65. 09.09.65.	Melbourne (Essendon) Airport Tabibuga Barellan Homevale Station Goulburn 22 nm SSE Brunette Downs Hstd. Urandangie Camden aerodrome	SW Mackay near Glenn Innes	PNG PNG NSW QLD NSW QLD* NSW	PVT/Day CHTR/Day PVT/Day CHTR/Day PVT/Day PVT/Day PVT/Day Trng/Day (Dual)	determine the cause of the accident. Due to deteriorating weather the pilot attempted a precautionary landing in which he undershot the selected landing area and the port wing struck the downwind fence. Shortly after take off, when at a height and speed which precluded a successful auto-rotational landing, a clutch failure resulted in the helicopter striking the ground in a tail-down attitude, and the tail boom was severed by the main rotor blades. The pilot recognised too late an overshoot situation in an approach to a one-way aistrip. The aircraft touched down too fast and harsh braking was applied but the aircraft overturned. Shortly after becoming airborne, a stiffness in the control column led the pilot to believe that he had only limited elevator control. He initiated a turn 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 by the control cables rubbing on a deformed aluminium cable cover. The aircraft ran away after a hand start and collided with a heavy wooden cattle yard fence. Shortly after takes off engine power was lost due to fuel evaluation and divided almost vertically into the ground. The aircraft crafted and burnt during a flight made to inspect stock watering points. There was no eye-witness to the accident, but the evidence was consistent with the aircraft striking the ground during a low level turn. Following a low run made to clear sheep from a strip 4,300 feet A.M.S.L. the pilot attempted to climb straight ahead, but probably because of reduced engine performance in the high density altitude the aircraft was unable to clear rising terrain, stalled and struck the ground. The pilot under instruction did not adequately correct a swing during a cross-wind landing and the aircraft ground looped, collapsing the port	Subst. Subst. Subst. Dest. Subst. Dest. Subst. Subst. Subst.	* Locality error. Urandangie is in NSW.
GKE WEA EMS SJD KRP/2 DDW	Bell Cessna Auster Cessna Sasin Cessna Victa Fairchild DeHav.	185(A) 1/5 182A SA29 "Spraymaster" (DHC-1) 182(C) 100 "Airtourer" Argus 24W DHC-2	19.08.65. 25.08.65. 29.08.65. 29.08.65. 02.09.65. 07.09.65. 07.09.65. 10.09.65.	Melbourne (Essendon) Airport Tabibuga Barellan Homevale Station Goulburn 22 nm SSE Brunette Downs Hstd. Urandangie Camden aerodrome Birch(:) Inlet	SW Mackay	PNG NSW QLD NSW QLD* NSW TAS	PVT/Day CHTR/Day PVT/Day CHTR/Day PVT/Day PVT/Day PVT/Day PVT/Day Trng/Day [Day [Day [Day [Day]] [Day [Day]] [Day [Day]] [Day]	determine the cause of the accident. Due to deterbraining weather the pilot attempted a precautionary landing in which he undershot the selected landing area and the port wing struck the downwind fence. Shortly after take off, when at a height and speed which precluded a successful auto-rotational landing, a clutch failure resulted in the helicopter striking the ground in a tail-down attitude, and the tail boom was severed by the main rotor blades. The pilot recognised too late an overshoot situation in an approach to a one-way airstrip. The aircraft stuched down too fast and harsh braking was applied but the aircraft overturned. Shortly after becoming airborne, a stiffness in the control column led the pilot to believe that he had only limited elevator control. He initiated a turn 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 by the control cables rubbing on a deformed aluminium cable cover. The aircraft an away after a hand start and collided with a heavy wooden cattle yard fence. 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 dived aimost vertically into the ground. The aircraft crashed and burnt during a flight made to inspect stock watering points. There was no eye-writness to the accident, but the evidence was consistent with the aircraft striking the ground during a low level turn. Following a low run made to clear sheep from a strip 4,300 feat A.M.S.L. the pilot attempted to climb straight ahead, but probably because of reduced engine performance in the high density altitude the aircraft was unable to clear rising terrain, stalled and struck the ground. The pilot under instruction did not adequately correct a swing during a cross-wind landing and the aircraft trough looped, collapsing the port undercarriage.	Subst. Subst. Subst. Dest. Subst. Dest. Subst. Subst. Subst. Subst.	* Locality error. Urandangle is in NSW.
GKE WEA EMS SJD KRP/2 DDW	Bell Cessna Auster Cessna Sasin Cessna Victa Fairchild DeHav. DeHav.	185(A) 1/5 182A 5829 "Spraymaster" (OHC-1) 182(C) 100 "Airtourer" Argus 24W DHC-2 82	19.08.65. 25.08.65. 29.08.65. 29.08.65. 02.09.65. 07.09.65. 07.09.65. 10.09.65.	Melbourne (Essendon) Airport Tabibuga Barellan Homevale Station Goulburn 22 nm SSE Brunette Downs Hstd. Urandangie Camden aerodrome Birch(s) Inlet near Urana	SW Mackay near Glenn Innes	PNG NSW QLD NSW NSW SSW NSW NSW NSW NSW NSW NSW	PVT/Day CHTR/Day PVT/Day CHTR/Day PVT/Day PVT/Day PVT/Day Trng/Day (Dual) PVT/Day Ag/Day	determine the cause of the accident. Due to deteriorating weather the pilot attempted a precautionary landing in which he undershot the selected landing area and the port wing struck the downwind fence. Shortly after take-off ,when at a height and speed which precluded a successful auto-rotational landing, a clutch failure resulted in the helicopter striking the ground in a tall-down attitude, and the tail boom was severed by the main rotor blades. The pilot recognised too late an overshoot situation in an approach to a one-way aistrip. The aircraft touched down too fast and harsh braking was applied but the aircraft overturned. Shortly after becoming airborne, a stiffness in the control column led the pilot to believe that he had only limited elevator control. He initiated a turn to starboard in an attempt to land in the same field, but the aircraft stalled and divived to the ground. The stiffness of the elevator control was caused by the control cables rubbing on a deformed aluminium cable cover. The aircraft craft ara away after a hand start and collided with a heavy wooden cattle yard fence. Shortly after take-off engine power was lost due to tule exhaustion and the pilot attempted to return to the aerodrome, but the aircraft stalled and divided almost vertically into the ground. The aircraft crafted and burnt during a flight made to inspect stock watering points. There was no eye-witness to the accident, but the evidence was consistent with the aircraft striking the ground during a low level turn. Followings a low in made to clear sheep from a strip 4,300 feet A.M.S.U. the pilot attempted to climb straight ahead, but probably because of reduced engine performance in the high density allitude the aircraft was unable to clear rising terrain, stalled and struck the ground. A partial power failure occurred for reasons undetermined and in the subsequent forced landing on unsuitable terrain the aircraft overturned.	Subst. Subst. Subst. Subst. Dest. Subst. Dest. Subst. Subst. Subst. Subst. Subst.	* Locality error. Urandangie is in NSW.
GKE WEA EMS SJD KRP/2 DDW	Bell Cessna Auster Cessna Sasin Cessna Victa Fairchild DeHav.	185(A) 1/5 182A SA29 "Spraymaster" (DHC-1) 182(C) 100 "Airtourer" Argus 24W DHC-2	19.08.65. 25.08.65. 29.08.65. 29.08.65. 02.09.65. 07.09.65. 07.09.65. 10.09.65.	Melbourne (Essendon) Airport Tabibuga Barellan Homevale Station Goulburn 22 nm SSE Brunette Downs Hstd. Urandangie Camden aerodrome Birch(:) Inlet	SW Mackay near Glenn Innes	PNG NSW QLD NSW QLD* NSW TAS	PVT/Day CHTR/Day PVT/Day CHTR/Day PVT/Day PVT/Day PVT/Day PVT/Day Trng/Day [Day [Day [Day [Day]] [Day [Day]] [Day [Day]] [Day]	determine the cause of the accident. Due to deterbraining weather the pilot attempted a precautionary landing in which he undershot the selected landing area and the port wing struck the downwind fence. Shortly after take off, when at a height and speed which precluded a successful auto-rotational landing, a clutch failure resulted in the helicopter striking the ground in a tail-down attitude, and the tail boom was severed by the main rotor blades. The pilot recognised too late an overshoot situation in an approach to a one-way airstrip. The aircraft stuched down too fast and harsh braking was applied but the aircraft overturned. Shortly after becoming airborne, a stiffness in the control column led the pilot to believe that he had only limited elevator control. He initiated a turn 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 by the control cables rubbing on a deformed aluminium cable cover. The aircraft an away after a hand start and collided with a heavy wooden cattle yard fence. 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 dived aimost vertically into the ground. The aircraft crashed and burnt during a flight made to inspect stock watering points. There was no eye-writness to the accident, but the evidence was consistent with the aircraft striking the ground during a low level turn. Following a low run made to clear sheep from a strip 4,300 feat A.M.S.L. the pilot attempted to climb straight ahead, but probably because of reduced engine performance in the high density altitude the aircraft was unable to clear rising terrain, stalled and struck the ground. The pilot under instruction did not adequately correct a swing during a cross-wind landing and the aircraft trough looped, collapsing the port undercarriage.	Subst. Subst. Subst. Dest. Subst. Dest. Subst. Subst. Subst. Subst.	* Locality error. Urandangle is in NSW.
GKE WEA EMS SJD KRP/2 DDW	Bell Cessna Auster Cessna Sasin Cessna Victa Fairchild DeHav. DeHav.	185(A) 1/5 182A 5829 "Spraymaster" (OHC-1) 182(C) 100 "Airtourer" Argus 24W DHC-2 82	19.08.65. 25.08.65. 29.08.65. 29.08.65. 02.09.65. 07.09.65. 07.09.65. 10.09.65.	Melbourne (Essendon) Airport Tabibuga Barellan Homevale Station Goulburn 22 nm SSE Brunette Downs Hstd. Urandangie Camden aerodrome Birch(s) Inlet near Urana	SW Mackay near Glenn Innes	PNG NSW QLD NSW NSW SSW NSW NSW NSW NSW NSW NSW	PVT/Day CHTR/Day PVT/Day CHTR/Day PVT/Day PVT/Day PVT/Day Trng/Day (Dual) PVT/Day Ag/Day	determine the cause of the accident. Due to deterriorating weather the pilot attempted a precautionary landing in which he undershot the selected landing area and the port wing struck the downwind fence. Shortly after take off, when at a height and speed which precluded a successful auto-rotational landing, a clutch failure resulted in the helicopter striking the ground in a tail-down attitude, and the tail boom was severed by the main rotor blades. The pilot recognised too late an overshoot situation in an approach to a one-way aistrip. The aircraft touched down too fast and harsh braking was applied but the aircraft overturned. Shortly after becoming airbornea, stiffness in the control column led the pilot to believe that he had only limited elevator control. He initiated a turn 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 by the control cables rubbing on a deformed aluminium cable cover. The aircraft away after a hand start and collided with a heavy wooden cattle yard fence. 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 dived almost vertically into the ground. The aircraft crashed and burnt during a flight made to inspect stock watering points. There was no eye-witness to the accident, but the evidence was consistent with the aircraft strained by the ground during a low lovel turn. Following a low run made to clear sheep from a strip 4,300 feet A.M.S.L. the pilot attempted to climb straight ahead, but probably because of eviduced engine performance in the high density altitude the aircraft was unable to clear rising terrain, railed and struck the ground. The pilot under instruction did not adequately correct a swing during a cross-wind landing and the aircraft ground looped, collapsing the port undercarriage. A partial power failure occurred for reasons undetermined and in the subsequent forc	Subst. Subst. Subst. Subst. Dest. Subst. Dest. Subst. Subst. Subst. Subst. Subst.	* Locality error. Urandangie is in NSW.
GKE WEA EMS SJD KRP/2 DDW BTC DEH UMO	Bell Cessna Auster Cessna Sasin Cessna Victa Fairchild DeHav. DeHav. [CZL] DeHav.	185(A) 1/5 182A 5A29 "Spraymaster" (DHC-1) 182(C) 100 "Airtourer" Argus 24W DHC-2 82 Meta-Sokol L40 60M	19.08.65. 25.08.65. 29.08.65. 29.08.65. 02.09.65. 07.09.65. 09.09.65. 11.09.65. 12.09.65.	Melbourne (Essendon) Airport Tabibuga Barellan Homevale Station Goulburn 22 nm SSE Brunette Downs Hstd. Urandangie Camden aerodrome Birch[c] Inlet near Urana Wallacia near Forbes	SW Mackay near Glenn Innes	VIC PNG NSW QLD NSW QLD* NSW TAS NSW NSW NSW NSW	PVT/Day CHTR/Day PVT/Day PVT/Day PVT/Day PVT/Day Trng/Day Trng/Day Ag/Day CHTR/Day PVT/Day PVT/Day Ag/Day PVT/Day	determine the cause of the accident. Due to deteriorating weather the pilot attempted a precautionary landing in which he undershot the selected landing area and the port wing struck the downwind fence. Shortly after take-off, when at a height and speed which precluded a successful auto-rotational landing, a clutch failure resulted in the helicopter striking the ground in a tala-down attitude, and the tail boom was severed by the main rotor blades. The pilot recognised too late an overshoot situation in an approach to a one-way aistrip. The aircraft touched down too fast and harsh braking was applied but the aircraft overturned. Shortly after becoming airborne, a stiffness in the control column led the pilot to believe that he had only limited elevator control. He initiated a turn 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 by the control cables rubbing on a deformed aluminium cable cover. The aircraft ran away later a hand start and collided with a heavy wooden cattle yard fence. 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 dived due almost vertically into the ground. dived almost vertically into the ground. The aircraft randed and bournt during a flight made to inspect stock watering points. There was no eye-witness to the accident, but the evidence was consistent with the aircraft striking the ground during a low level turn. Followings low num made to clear sheep from a strip 4,300 feet A.M.S.L. the pilot attempted to climb straight ahead, but probably because of reduced engine performance in the high density altitude the aircraft was unable to clear rising terrain, stalled and struck the ground. The pilot attempted to take-off at an excessive airlug-weight in downwind conditions. Shortly after becoming airborne the aircraft stalled, rolled to the left and struck the ground more aircraft o	Subst. Subst. Subst. Subst. Dest. Subst.	* Locality error. Urandangie is in NSW.
GKE WEA EMS SJD KRP/2 DDW	Bell Cessna Auster Cessna Sasin Cessna Victa Fairchild DeHav. DeHav. DeHav. Bell	47J-2 185[A] J/5 182A SA29 "Spraymaster" (PMC-1) 182[C] 100 "Airtourer" Argus 24W DHC-2 82 Meta-Sokol L40 60M 47G-381	19.08.65. 25.08.65. 29.08.65. 29.08.65. 02.09.65. 07.09.65. 07.09.65. 10.09.65. 11.09.65. 12.09.65.	Melbourne (Essendon) Airport Tabibuga Barellan Homevale Station Goulburn 22 nm SSE Brunette Downs Hstd. Urandangie Camden aerodrome Birch(: Inlet near Urana Wallacia near Forbes near Robinson River Homestead	SW Mackay near Glenn Innes	VIC PNG NSW QLD NSW NSW QLD* NSW NSW NSW NSW NSW NSW NSW NSW	PVT/Day CHTR/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day Ag/Day CHTR/Day Ag/Day AWK/Day AWK/Day	determine the cause of the accident. Due to detertoriating weather the piot attempted a precautionary landing in which he undershot the selected landing area and the port wing struck the downwind fence. Shortly after take off, when at a height and speed which precluded a successful auto-rotational landing a clutch failure resulted in the helicopter striking the ground in a tail-down attitude, and the tail boom was severed by the main rotor blades. The pilot recognised too late an overshoot situation in an approach to a one-way airstrip. The aircraft touched down too fast and harsh braking was applied but the aircraft overturned. Shortly after becoming airborne, a stiffness in the control column led the pilot to believe that he had only limited elevator control. He initiated a turn to starboard in an attempt to lain of the same field, but the aircraft stalled and dived to the ground. The stiffness of the elevator control. He initiated a turn to starboard in an attempt to lain of the same field, but the aircraft stalled and dived to the ground. The stiffness of the elevator control was caused by the control cables rubbing on a deformed aluminium cable cover. The aircraft arm away after a hand start and collided with a heavy wooden cattle yard fence. 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 dived almost vertically into the ground. The aircraft crashed and burnt during a flight made to inspect stock watering points. There was no eye-winness to the accident,but the evidence was consistent with the aircraft strain flag round during a low level turn. Following a low run made to clear sheep from a strip 4,300 feet A.M.S.L. the pilot attempted to climb straight ahead,but probably because of reduced engine performance in the high density altitude the aircraft was unable to clear sing terrain,stalled and struck the ground. The pilot under instruction did not adequately correct a swing during a cross-wind lan	Subst. Subst. Subst. Dest. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Dest. Subst. Dest.	* Locality error. Urandangie is in NSW.
GKE WEA EMS SJD KRP/2 DDW BTC DEH UMO	Bell Cessna Auster Cessna Sasin Cessna Victa Fairchild DeHav. DeHav. [CZL] DeHav.	185(A) 1/5 182A 5A29 "Spraymaster" (DHC-1) 182(C) 100 "Airtourer" Argus 24W DHC-2 82 Meta-Sokol L40 60M	19.08.65. 25.08.65. 29.08.65. 29.08.65. 02.09.65. 07.09.65. 09.09.65. 11.09.65. 12.09.65.	Melbourne (Essendon) Airport Tabibuga Barellan Homevale Station Goulburn 22 nm SSE Brunette Downs Hstd. Urandangie Camden aerodrome Birch[c] Inlet near Urana Wallacia near Forbes	SW Mackay near Glenn Innes	VIC PNG NSW QLD NSW QLD* NSW TAS NSW NSW NSW NSW	PVT/Day CHTR/Day PVT/Day PVT/Day PVT/Day PVT/Day Trng/Day Trng/Day Ag/Day CHTR/Day PVT/Day PVT/Day Ag/Day PVT/Day	determine the cause of the accident. Due to deteriorating weather the pilot attempted a precautionary landing in which he undershot the selected landing area and the port wing struck the downwind fence. Shortly after take-off, when at a height and speed which precluded a successful auto-rotational landing, a clutch failure resulted in the helicopter striking the ground in a tala-down attitude, and the tail boom was severed by the main rotor blades. The pilot recognised too late an overshoot situation in an approach to a one-way aistrip. The aircraft touched down too fast and harsh braking was applied but the aircraft overturned. Shortly after becoming airborne, a stiffness in the control column led the pilot to believe that he had only limited elevator control. He initiated a turn 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 by the control cables rubbing on a deformed aluminium cable cover. The aircraft ran away later a hand start and collided with a heavy wooden cattle yard fence. 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 dived due almost vertically into the ground. dived almost vertically into the ground. The aircraft randed and bournt during a flight made to inspect stock watering points. There was no eye-witness to the accident, but the evidence was consistent with the aircraft striking the ground during a low level turn. Followings low num made to clear sheep from a strip 4,300 feet A.M.S.L. the pilot attempted to climb straight ahead, but probably because of reduced engine performance in the high density altitude the aircraft was unable to clear rising terrain, stalled and struck the ground. The pilot attempted to take-off at an excessive airlug-weight in downwind conditions. Shortly after becoming airborne the aircraft stalled, rolled to the left and struck the ground more aircraft o	Subst. Subst. Subst. Subst. Dest. Subst.	* Locality error. Urandangie is in NSW.
GKE WEA EMS SID KRP/2 DDW BTC DEH UMO	Bell Cessna Auster Cessna Sasin Cessna Victa Fairchild DeHav. DeHav. DeHav. Bell	47J-2 185[A] J/5 182A SA29 "Spraymaster" (PHC-1) 182[C] 100 "Airtourer" Argus 24W DHC-2 82 Meta-Sokol L40 60M 47G-381 47G-2	19.08.65. 25.08.65. 29.08.65. 29.08.65. 02.09.65. 07.09.65. 07.09.65. 10.09.65. 11.09.65. 12.09.65.	Melbourne (Essendon) Airport Tabibuga Barellan Homevale Station Goulburn 22 nm SSE Brunette Downs Hstd. Urandangie Camden aerodrome Birch(: Inlet near Urana Wallacia near Forbes near Robinson River Homestead	SW Mackay near Glenn Innes	VIC PNG NSW QLD NSW NSW QLD* NSW NSW NSW NSW NSW NSW NSW NSW	PVT/Day CHTR/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day Ag/Day CHTR/Day Ag/Day AWK/Day AWK/Day	determine the cause of the accident. Due to deteriorating weather the pilot attempted a precautionary landing in which he undershot the selected landing area and the port wing struck the downwind fence. Shortly after take-off, when at a height and speed which precluded a successful auto-rotational landing, a clutch failure resulted in the helicopter striking the ground in a fail-down attitude, and the tail boom was severed by the main rotor blades. The pilot recognised too late an overshoot situation in an approach to a one-way airstrip. The aircraft touched down too fast and harsh braking was applied but the aircraft overturned. Shortly after becoming airborne, a stiffness in the control column led the pilot to believe that he had only limited elevator control. He initiated a turn 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 by the control cables rubbing on a deformed aluminium cable cover. The aircraft ran away after a hand start and collided with a heavy wooden cattle yard fence. 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 dived at most vertically into the ground. The aircraft crashed and burnt during a flight made to inspect stock watering points. There was no eye-witness to the accident, but the evidence was consistent with the aircraft striking the ground during a low level turn. Following a low in made to clear sheep from a strip 4,200 feet A.M.S.L. the pilot attempted to climis straight ahead, but probably because of reduced engine performance in the high density altitude the aircraft was unable to clear rising terrain, stalled and struck the ground. The pilot under instruction did not adequately correct a swing during a cross-wind landing and the aircraft surd loyed, collaging the port undercarriage. A partial power failure occurred for reasons undetermined and in the subsequent forc	Subst. Subst. Subst. Dest. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Subst. Dest. Subst. Dest.	* Locality error. Urandangie is in NSW.

\Box		"Aztec"					Ì		Ì	
	Bell	47G	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 the main rotor blades severed the tail-boom. A main rotor drag brace had failed.	Subst.	
G?	Schneider	ES-57	18.09.65.	near Keith		SA	PVT/Day	During a launch from a twin-drum winch the glider picked up the spare cable with the tail skid, stalled at a height of about 50 feet and dived to the	Dest.	
G?	Schneider	"Kingfisher" ES-52	19.09.65.	Benalla aerodrome		VIC	Trng/Day	ground. 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.	
	Cessna	"Kookaburra" 180	20.09.65.	Warwick		QLD	(Dual) Ag/Day	ground short of the aerodrome boundary. 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.	
								of fence posts. In the subsequent single wheel landing back on the aerodrome, the aircraft ground-looped.		
PKA	Piper	PA-23 "Apache"	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 engine commenced to vibrate severely and the pilot was able to relieve the vibration only by reducing power. He was unable to maintain height	Dest.	
	Cessna	182	23.09.65.	near Woorndoo	ESE Hamilton	VIC	PVT/Day	and the aircraft was ditched in the sea. It was not recovered and the causes of the engine malfunctions have not been determined. While carrying out a precautionary landing due to approaching darkness, the pilot misjudged the approach and overshot. The aircraft ran into the	Subst.	
								upwind fence and overturned.		
REM	Cessna	180[A]	24.09.65.	Cosgrove	E Shepparton	VIC	Ag/Day	While passing under a power line on a spraying run, the aircraft struck a diagonal stay wire, dived into the ground and caught fire. The pilot was aware of the power line but not of the stay wire.	Dest.	
	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 nost	Subst.	
RCE	Cessna	185[A]	27.09.65.	Alice Springs aerodrome		NT	CHTR/Day	During a take-off in gusty cross-wind conditions the pilot did not maintain directional control and the aircraft ground looped, collapsing the	Subst.	
RPH?	Luton	[LA-4] Minor	10.10.65.	*Miamaru		NSW	PVT/Day	undercarriage. 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.
	Piper	PA-25-235	12.10.65.	near Jandowae		QLD	Ag/Day	aircraft to avoid colliding with a fence. The pilot misjudged his distance from known power lines during spraying operations, the aircraft struck them, dived to the ground and burned.	Subst.	
		"Pawnee"								
BWC/3	Victa	100 "Airtourer"	13.10.65.	near Port Gawler		SA	Trng/Day (Dual)	For reasons which cannot be conclusively determined the aircraft stalled at a low height during a practice forced landing approach and struck the ground inverted.	Subst.	
SCP	Piper	PA-25-235	14.10.65.	Crowes Nest (sic)	N Ipswich	QLD	Ag/Day	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 that he was not aware of the existence of the power lines.	Subst.	Actual: "Crows Nest". (as per New South Wales location).
	Piper	PA-25-150	17.10.65.	Peranga	E Dalby	QLD	Ag/Day	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.	
IHI	Hughes	"Pawnee" 269B	20.10.65.	near Calvert Hills		NT	AWK/Day	respond to throttle application. During the subsequent forced landing the aircraft ground looped, collapsing the port undercarriage. The aircraft struck trees, due to overpitching, while the pilot was attempting to climb steeply out of a small clearing.	Subst.	
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.
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-	Subst.	Aircraft owned by Territory Airlines. Pilot Gary Honour.
RPB	Yeoman	YA-1	29.10.65.	Kempton	NE Hobart	TAS	Ag/Day	torqued and partially stripped during installation, and subsequent landing loads resulted in a complete thread failure. Following an apparently normal take-off, a quantity of superphosphate fell from the aircraft, there was an apparent change in engine noise and the	Dest.	
		"Cropmaster"		****			'	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.	1	
CJK	Beech	33	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	[Beech 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.	
GLQ	Fauvel	AV36	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	Subst.	
RSL?	Victa	Glider 115	01.11.65.	near Mendooran		NSW	PVT/day	glider cartwheeled. While landing in gusty wind conditions the pilot misjudged the approach, the aircraft overshot and ran into a ditch.	Subst.	
	DeHav.	DHC-1	09.11.65.	Mount Jagged		SA	Ag/Day	The pilot misjudged the approach and overshot while landing in crosswind conditions. The aircraft struck a heap of superphosphate when a turn was attempted to avoid a fence at the end of the strip.	Subst.	
KAI	Cessna	180A	14.11.65.	Trefoil Island		TAS	CHTR/Day	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.
REV?	Cessna	180[B]	15.11.65.	near Orange		NSW	Ag/Day	over the crest and on re-landing struck an agricultural implement at the side of the strip and nosed over. During a downwind landing on a short uphill strip the pilot misjudged the approach and to avoid overrunning the end of the strip applied harsh	Subst.	
WAW	Victa	100	23.11.65.	Cheshunt	NE Mansfield	VIC	PVT/Day	braking, causing the aircraft to nose over. 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	Dest.	
waw					NE Mansheid			and was destroyed by fire.		
	Victa	115	24.11.65.	Yelleroi *		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 avoiding a tree, the aircraft stalled and struck the ground.	Subst.	* Location not found in Geoscience Gazeteer.
SFF	Piper Auster	PA-25-150 J/5	03.12.65. 03.12.65.	Biala Zara Station	NE Yass NNE Lismore	NSW NSW	Ag/Day PVT/Day	During a spray run, the pilot misjudged his pull-up and the aircraft struck a known power line and dived to the ground. During take-off from a short soft strip the pilot continues after he had noticed that the acceleration was slow. The aircraft became airborne but the	Subst.	J.S. has occurrence date of 02.12.65.
IAL	Auster				NINE LISTITOTE			tailwheel caught in a pwer line which arrested flight and catapulted the aircraft backwards to the ground.		
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 engine defect has not been determined.	Subst.	
ССН	DeHav.	83	06.12.65.	Barney View	SSW Brisbane	QLD	PVT/Day	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.
	DeHav.	"Fox Moth" DHC-2	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[B]	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.	
		[PC-6B-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	
CS_?	Bell	47G-3B1	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.	
\vdash	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.	
тон	Bell	47G-4	22.12.65.	Little Hampton *	S Clarendon?	SA	Ag/Day	through a fence. The loss of power arose from an excessively rich mixture because of badly worn carburettor components. 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.	* Location not known. A "Hampton Little" does exist in S.A.
100								The helicopter rolled over and was destroyed by fire.		Control for Allowit, A Hompton ditte does exist III 5.A.
	Fairchild	Argus	25.12.65.	near Tin Can Bay	SE Maryborough	QLD	PVT/Day	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.	Subst.	
EIM	Cessna	175	01.01.66.	Canopus Homestead	NE Mildura		PVT/Day	Control was lost during a steeply banked turn at low altitude. The aircraft struck the ground and was destroyed by fire.	Dest.	
KKZ	[IMCO]	A9 "Callair"	02.01.66.	Kununurra		WA	Ag/Day	Engine power ceased during a turn at a low 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 in-flight fire commenced with the ignition of fuel from a leaking fuel pressure gauge line at the	Dest.	
—	Victa	115	02.01.66.	Toodyay		WA	PVT/Day	front of the engine bulkhead. The passenger disembarked over the leading edge of the wing and stepped in to the rotating propeller.	Nil	
WBA?	Auster	J/5B	04.01.66.	Sydenham West		VIC	PVT/Day	During a practice forced landing approach the aircraft collided with power transmission cables which the pilot had not observed, and then struck the ground	Subst.	
FDR	DeHav.	DHA-3	05.01.66.	Thargomindah aerodrome		QLD	AWK/Day	A take-off was abandoned when, in a moderate quartering wind, the pilot was unable to maintain directional control. The aircraft moved sideways	Subst.	Remains on display at Queensland Air Museum,Caloundra,Q.
—	Australia Piper	"Drover 3" PA-24	06.01.66.	Croydon		QLD	PVT/Day	off the strip and both undercarriage struts were removed after striking rocks. After touching down well beyond the threshold of a strip which had a pronounced up-slope the pilot attempted to go around, but the aircraft struck	Subst.	
F.07		"Comanche"						trees beyond the strip.		
ECZ	Republic	RC-3 "Seabee"	13.01.66.	Rydalmere		NSW	PVT/Day	Engine power ceased due to fuel exhaustion over a built-up area. The aircraft undershot the selected forced landing area, struck a power pole and came to rest on a road.	Subst.	Forced landed in the grounds of a Mental Hospital while on a flight from Coolangatta to Bankstown. Wreckage trucked to Bankstown. Not repaired.
	Piper	PA-22-108	15.01.66.	Wongan Hills	-	WA	PVT/Day	After touching down in an excessive crosswind the aircraft ballooned and the pilot lost directional control. The aircraft passed through a ditch before striking a boundary fence.	Subst.	
AN_?	Douglas	DC-3	16.01.66.	Adelaide (West Beach) a/d.		SA	RPT/Day	Whilst taxi-ing to it's parking position, the aircraft passed behind a stationary Boeing 727[-100] which had all engines running. All control surfaces	Subst.	
UTJ/2	Bell	47G-3B1	17.01.66.	Alola Village (J.S.)	near Kokoda	PNG	CHTR/Day	were subject to severe buffeting and the port elevator was torn off. As a result of engine over-speeding at an undetermined earlier time an inlet valve stuck inducing a substantial loss of power when the helicopter	Subst.	
WFY	Cessna	180	18.01.66.	Wannamal		WA	Ag/Day	was at a low height. A forced landing had to be made into jungle and the helicopter turned over. During a low level turn after take-off the pilot allowed the starboard main wheel to contact rocks on an embankment and the aircraft overturned.	Subst.	
KNV	Bell	47G2	20.01.66.	Darwin River		NT	AWK/Day	During a now never container case-on the pinot allowed the startour main wheel to Contact rocks on an enhantment and the antical coverturned. During an attempt to land on a road for refuelling purposes the rotor blade fouled a power transmission cable. The helicopter struck the ground and	Dest.	

1 1	1		1 1		ĺ		I	was destroyed by fire.	1	1
	Victa	100	22.01.66.	Parafield aerodrome		SA	Trng/Day	During a simulated engine failure after take-off the engine stopped and the aircraft was landed heavily in a paddock. The student had inadvertantly turned off the fire!	Subst.	
DGN?	Cessna	172[F]	23.01.66.	Cunnamulla		QLD	(Dual) PVT/Day	turned off the fuel. Taxi-ing in close proximity to a thunderstorm the aircraft encountered a severe wind squall which caused the starboard wing tip to strike the	Subst.	
	Boeing	727	25.01.66.	near Coolangatta		QLD	RPT/Day	ground and the aircraft tipped onto its back. While descending and clear of a cloud layer, the aircraft encountered extreme turbulence at a height of 27,000 feet and the unsecured cabin staff	NII	
	военів	727	23.01.00.	near coolangatta		QLD	RP1/Day	were thrown onto cabin fittings.	INII	
AME/2	Cessna	180	26.01.66.	near Bothwell		TAS	Ag/Day	When the take-off run was extended by a sudden wind change the pilot's attention became diverted by his unsuccessful attempt to dump the load. The aircraft struck two fences and a gully bank before overturning.	Subst.	
BVV	DeHav.	82A	31.01.66.	[Coralla East] J.S.	near Deniliquin	NSW	PVT/Day	Although the pilot was aware of the location of a power transmission cable he turned after take-off and descended the aircraft to a very low height.	Subst.	
IAJ?	Cessna	182G	05.02.66.	near Marulan		NSW	CHTR/Day	The aircraft contacted the cable, nosed steeply into the ground and overturned. The pilot overshot a landing approach and decided at a late stage to go-around. The aircraft was unable to outclimg rising terrain on which the pilot	Subst.	
MPO	(mass)					NSW		re-landed and the aircraft collided with trees.		
IVIPO	[IMCO]	A9 "Callair"	06.02.66.	Wee Waa		NSW	Ag/Day	The aircraft became airborne right wing down and when lateral control could not be regained, the wingtip struck the ground and the aircraft cartwheeled. The pilot had neglected to remove the crash helmet which he had earlier placed between the control column and the front of the seat.	Subst.	
G?	[Schneider]	ES-52 "Kookaburra"	12.02.66.	Benalla		VIC	Trng/Day (Solo)	An inexperienced pilot did not retract the airbrakes but raised the nose to recover from an undershoot and the aircraft struck the ground heavily.	Subst.	
RDO	Cessna	180	23.02.66.	near Boddington		WA	Ag/Day	For reasons which could not be determined the aircraft stalled, crashed into trees and caught fire after take-off.	Dest.	
	Piper	PA-25 "Pawnee"	28.02.66.	West Sale aerodrome		VIC	Ag/Day	While carrying out a steep turn after take-off the pilot allowed his attention to be diverted and the aircraft struck the ground heavily, dislodging the starboard undercarriage. The aircraft became airborne again and a controlled, single wheel landing was made on the aerodrome.	Subst.	
	[Yeoman]	YA-1 "Cropmaster"	03.03.66.	Quindanning		WA	Ag/Day	When braking was applied during the landing run the starboard wheel locked and remained locked, causing the tail to rise. The propeller then struck the ground and the aircraft overturned. The wheel locking was due to the incorrect assembly of the wheel brake mechanism.	Subst.	GG to check.
UED/2	Auster	J/SQ	05.03.66.	near Katherine		NT	PVT/Day	Engine power ceased short of the planned destination due to fuel exhaustion and a forced landing was made on to heavily timbered terrain.	Subst.	
KRD?	Cessna	185B	08.03.66.	Omkali (sic)		PNG	CHTR/Day	It is probable that the pilot did not endure that sufficient fuel was carried for the flight. A heavy landing resulted in failure of the starboard undercarriage and on the second touchdown the aircraft groundlooped. The pilot did not round	Subst.	
				[Omkolai]				out correctly on a strip which had a pronounced upslope.		
TG_?	Beech	65-A90 * "Queen Air"	09.03.66.	near Merridin		WA	PVT/Day	A suspected engine malfunction caused the pilot to abandon a take-off with insufficient runway remaining to prevent the aircraft running into rough terrain where the main landing gear was removed. The existance of an engine malfunction was not confirmed.	Subst.	* Data mismatch Beech 65-A90 is a King Air. Actual type A65-A80.?? G.G. to check.?
GKB/2	Cessna	185	10.03.66.	near Usino		PNG	CHTR/Day	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 fractured completely from the muffler and flames playing on the carburettor melted it.	Dest.	
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.	
								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.	1	
DEC?	Cessna	180A	14.03.66.	near Yerong Creek	[40km SW Wagga Wagga]	NSW	Ag/Day	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.	
\vdash	Piper	PA-28-140	16.03.66.	Jandakot aerodrome		WA	Trng/Day	ground-looped, collapsing the port undercarriage. During a crosswind landing the pilot did not maintain dorectional control and the aircraft swung off the runway, collapsing the starboard undercarriage.	Subst.	
	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	Subst.	
					W McMinbala			through a fence.		
RWK	Cessna	150[B]	19.03.66.	Jandakot aerodrome		WA	Trng/Day (Dual)	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 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	Subst.	
COD	[071]	[67D] 22C	20.02.66	Dubbo		NEW	DVC /Dev	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	Cubat	
GQD	[PZL]	[SZD]-22C "Mucha Standard"	20.03.66.	DUDDO		NSW	PVT/Day	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 proper recovery action until it was too late to prevent the aircraft striking the ground.	Subst.	
	Cessna	Glider 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	Subst.	
								in sufficient time to prevent the aircraft skidding through the end of the strip into a gully and overturning.		
DBN	Cessna	180	26.03.66.	[Green Range]	Albany	WA	Ag/Day	After take-off the aircraft failed to gain height and, when emergency dumping was unsuccessful, the aircraft collided with trees before striking the ground. The aircraft had been inadvertantly overloaded and the hopper grossly contaminated with tree roots and stones.	Dest.	
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 alone a drain before nosine down.	Subst.	
COE	[Yeoman]	YA-1[/250R]	28.03.66.	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	Subst.	
	Victa	"Cropmaster" 100	29.03.66.	near Scottsdale	NE Launceston	TAS	PVT/Day	port undercarriage. When deteriorating weather and approaching darkness made a precautionary landing necessary, the pilot selected an apparently suitable field.	Subst.	
6.3		["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.	
MUR	Victa	Glider 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.	
		"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.	
G?	Granau	Glider	10.04.66.	Forbes		NSW	Trng/Day (Solo)	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 and the aircraft bounced. The tow was released but the aircraft struck the ground heavily and ground looped.	Subst.	
SKB	Cessna		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.	
	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 wheel toucjed down a violent and uncontrollable shimmy developed inducing structural damage to the rear fuselage. A damper bearing was found grease	Subst.	* Typo. Model should be '816' or '818'
 	Com	CA 20	10.04.55	man Develop		NEW	A or /Dour	contaminated, the nose wheels were of unequal dimensions and the pilot did not follow a proper landing technique.	Cular*	
	Comm.	CA-28 "Ceres"	18.04.66.	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. It is probable that the take-off was attempted without the propeller fine pitch being selected.	Subst.	
PLU?	Cessna	172G	21.04.66.	Corryong		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 the ground heavily.	Subst.	
	Piper	PA-25-235	21.04.66.	near Mount Canobolas	SW Orange	NSW	AWK/Day	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.	
BBW?	Cessna	"Pawnee" 180	22.04.66.	[15 km NE Nowra]	near Berry	NSW	Ag/Day	through the siphoning action of a non-standard venting system. 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.	
WHS	Bell	47G2	30.04.66.	Konnongorring		WA	AWK/Day	looped the aircraft to avoid running through a fence, and the starboard undercarriage collapsed. 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	Subst.	
								landing which followed, the main rotor blade severed the tail boom.		
CSD? BTS	Cessna	170[A] 172	30.04.66. 30.04.66.	Lae aerodrome near Cudal		PNG NSW	PVT/Day PVT/Day	The pilot lost directional control following a bounce on touch down and the aircraft ground looped, collapsing the starboard undercarriage. 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.	
	5.11	-7-	04.05		and a second			stalled during an attempted 180 degree turn and the starboard wingtip struck the ground. The aircraft then impacted heavily on all three wheels.	C. b	
BDF	DeHav.	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.	
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 fuel starvation resulting from a fractured fuel control unit return line fitting.	Dest.	
IND?	Bell	47J2A	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.	
G?	[Schneider]	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	Subst.	
		"Kookaburra"					(Solo)	inadvertantly fully extended them. The glider then undershot the landing area and struck a tree.		
PCR	Auster	3 [Taylorcraft Model F]	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 approximately 100 feet. The cause of the accident was that the pilot inadvertantly allowed the aircraft to stall.	Dest.	
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	The aircraft was observed to be flying erratically at a low height shortly before it dived steeply into the ground. The cause of the accident could not be	Dest.	
PLQ	Cessna	172G	12.05.66.	near Tooms Lake	NE Hobart	TAS	Trng/Day	determined. 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.	
·					****		(Solo)	The reason for the loss of control has not been established.		Such day also and add of first builting reported
BWH/4	Victa	100 ["Airtourer"]	17.05.66.	near Pinnaroo		SA	Trng/Day (Solo)	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.
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.	

								starboard tailplane struck a fence post and the aircraft was landed without further damage.		
IDN	DeHav.	DHC-2 "Beaver"	25.05.66.	near Yass		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	Trng/Day (Solo)	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 aircraft struck a power line , nosed into the ground and overturned.	Dest.	
	Piper	PA-25-150	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.	
BXS	DeHav.	"Pawnee" 82	03.06.66.	near Edenhope	SW Horsham	VIC	PVT/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	Dest.	Crash date also reported as 07.07.66.
UTB/2	Bell	47G2	04.06.66.	75 nm W Coen		QLD	AWK/Day	the power loss was a partial blocking of the fuel line to the filter by foreign matter. 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.	
0.0,2	Dell	4762	04.00.00.	731111111 60611		qui	, and say	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 clearance from obstacles in the aircraft's path.	Dest.	
	Piper	PA-25-235	12.06.66.	near Kununurra		WA	Ag/Day	Ten minutes after take-off engine power ceased due to fuel exhaustion. The aircraft stalled and struck the ground heavily in a flat attitude, collapsing the	Subst.	
GFD?	[Schneider]	"Pawnee" Grunau Baby II	13.06.66.	Bacchus Marsh aerodrome	W Melbourne	VIC	PVT/Day	undercarriage. The pilot neglected to ensure that sufficient fuel was carried for the flight. A winch launch was ababdoned at a height of approximately 100 feet with ample runway remaining for a landing straight ahead. The pilot attempted a	Subst.	
-	Beech	Glider 23	13.06.66.	[near] Lismore		NSW	CHTR/Day	360° turn to the left, during which the glider stalled, struck the ground and cartwheeled. During a crosswind downhill landing on a wet grassy strip, the aircraft over-ran the landing area into a ditch, collapsing the nose gear. The pilot did not	Subst.	
RWX	Cessna	"Musketeer" 182G	18.06.66.	50 [nm] SW Roebourne		WA	PVT/Day	correctly assess the surface conditions before landing. Rough 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	Subst.	
								trees.		
PPD?	Piper	PA-28-235	22.06.66.	near Moolawatana Station		NT	PVT/Day	In conditions of darkness and a low cloud base the pilot attempted a crosswind/downwind landing on a roadway illuminated by the headlights of a car. While landing away from the vehicle the aircraft swung off the strip and the nosewheel collapsed on impact with a drain.	Subst.	
	Cessna	182	25.06.66.	Nyngan aerodrome		NSW	PVT/Day	The pilot allowed the speed to continually decrease on the approach to land and the aircraft struck the ground heavily when it stalled at about 20 feet above the ground.	Subst.	
	Cessna	180A	30.06.66.	Tooma Homestead	100 km E Albury	NSW	Ag/Day	The pilot misjudged the approach to land and touched down with insufficient distance remaining in which to stop the aircraft before it struck a fence and overturned.	Subst.	
STP	Cessna	185	01.07.66.	Olsobip		PNG	CHTR/Day	The pilot made a long low approach and the aircraft touched down short of the strip when a severe downdraught was encountered. The port wheel fractured on impact with a large rock, the port leg dug into the ground and the aircraft overturned.	Subst.	
	Piper	PA-25-230*	07.07.66.	near Corryong		NSW	Ag/Day	Shortly after take-off and while over unfavourable terrain, the engine failed because of fuel exhaustion. In the ensuing forced landing the aircraft struck	Subst.	* Typo: should be PA-25-235.
	Piper	"Pawnee" PA-25-235	06.07.66.	Euchareene*		NSW	Ag/Day	the ground heavily, collapsing the undercarriage. The fuel tank capacity was incorrectly placarded and the quantity gauge over-reading. The pilot, who was inexperienced in spraying operations, misjudged his distance from a tree through which the starboard wing passed.	Subst.	* Typo: location should be "Euchareena"
ALL?	Piper	"Pawnee" PA-32-260	06.07.66.	Ellenfield Station	SW Mackay	QLD	CHTR/Day	During the landing run the aircraft collided with a cow which ran onto the strip as the aircraft touched down.	Subst.	
POB?	Piper	"Cherokee [6]" PA-28-235	07.07.66.	Ravensfield	W Newcastle	NSW	PVT/Day	During a landing run on a loosely granulated clay surface the nosewheel strut collapsed, because of the excessive rearward load applied.	Subst.	
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.	
				·	INC WHICHIIIII			aircraft flipped onto it's back.		
FRD BBW?	Auster Cessna	J/4 180	10.07.66. 11.07.66.	Cape Barren Island near Bathurst		TAS NSW	PVT/Day Ag/Day	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. 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	Dest. Subst.	
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 commencing a take-off the helicopter was enveloped in a dust cloud and when the pilot attempted to "feel" the helicopter back onto the	Subst.	Later exported to Iran as EP-HAZ.
RSA/B?	Piper	PA-28-160	15.07.66.	Manilla	nr Collarenebri	NSW	PVT/Day	ground in the reduced visibility the main rotor blade struck the ground and the aircraft overturned. 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.	Subst.	
CDQ	Auster	1/4	22.07.66.	Young	iii colui cicon	NSW	PVT/Day	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.	
	Piper	PA-28-180	24.07.66.	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.
UEX?	Cessna	172A	27.07.66.	Kangaroo Island		SA	PVT/Day	The aircraft ran through two fences on to rough ground. When the pilot used an incorrect crosswind landing technique on a narrow sub-standard strip, the aircraft swung and the starboard wheel struck a stump.	Subst.	
UTW/2	[Sikorsky]	S.58B (S-58B)	28.07.66.	Kieta		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 effected but the main rotor blade severed the tail boom, the starboard undercarriage collapsed and the helicopter came to rest on it's side.	Subst.	* Crash date also reported as 29.07.66.
PQV	Cessna	172F	01.08.66.	near Cranbrook	NW Mt.Barker	WA	PVT/Day	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 struck a hay shed.	Subst.	
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	Subst.	
DRN	Piper	PA-25-235	04.08.66.	near Goomalling	NE Perth	WA	Ag/Day	the aircraft struck the ground heavily in a tail down attitude, then nosed over. 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	Dest.	
-	Beech	"Pawnee" 35	05.08.66.	Channel Point	SW Darwin	NT	PVT/Day	attitude with the wings level, and on a heading which indicated that the turn had been almost completed. 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.	
G?	[SZD]							ground and burn.		
		"Bonanza" Bocian	06.08.66		311 541 1411	OLD	PVT/Day	Forced to land away from the perodrome due to a loss of lift the pilot was attempting to position the aircraft for the landing when the starboard wing tin		
		Bocian Glider	06.08.66.	Warwick	311 50.14	QLD	PVT/Day	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 struck the ground and the aircraft touched down travelling sideways.	Subst.	
СМQ	Cessna	Bocian Glider 336	06.08.66.	Warwick 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.J., a loss of power on the rear engine led to a rapid loss of height and the aircraft descended onto a cloud covered ridge. The cause of the power loss has not been determined.	Dest.	* Crash location also recorded as "Mt. Hagen"
BFG		Bocian Glider	06.08.66. 13.08.66.	Warwick	N Ballarat			struck the ground and the aircraft touched down travelling sideways. While climbing after take-off from a strip 5,350 feet A.M.S.I., a loss of power on the rear engine led to a rapid loss of height and the aircraft descended		* Crash location also recorded as "Mt. Hagen"
	Cessna	Bocian Glider 336 B23	06.08.66.	Warwick 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.J., a loss of power on the rear engine led to a rapid loss of height and the aircraft descended onto a cloud covered ridge. The cause of the power loss has not been determined.	Dest.	* Crash location also recorded as "Mt. Hagen"
BFG GRT	Cessna Beech [Schneider]	Bocian Glider 336 B23 "Musketeer" ESS9 "Arrow" Glider	06.08.66. 13.08.66. 14.08.66.	Warwick Mt. Poki * Kingston Gawler	N Ballarat	PNG VIC SA	CHTR/Day PVT/Day PVT/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 onto a cloud covered ridge. The cause of the power loss has not been determined. 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. 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.	Dest. Dest. Subst.	* Crash location also recorded as "Mt. Hagen"
BFG GRT PKT	Cessna Beech [Schneider] Cessna	Bocian Gilder 336 B23 "Musketeer" ES59 "Arrow" Gilder 182H	06.08.66. 13.08.66. 14.08.66.	Warwick Mt. Poki * Kingston Gawler Lindeman Island		PNG VIC SA	CHTR/Day PVT/Day PVT/Day PVT/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.I.a loss of power on the rear engine led to a rapid loss of height and the aircraft descended onto a cloud covered ridge. The cause of the power loss has not been determined. 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. 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. 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 schewe a flight path over the rising terrain ahead. The aircraft crashed into trees close to the aerodrome boundary and was destroyed by fire.	Dest. Dest. Subst. Dest.	* Crash location also recorded as "Mt. Hagen"
BFG GRT	Cessna Beech [Schneider] Cessna Cessna	Bocian Gilder 336 B23 "Musketeer" ES59 "Arrow" Gilder 182H	06.08.66. 13.08.66. 14.08.66. 16.08.66.	Warwick Mt. Poki * Kingston Gawler Lindeman Island Port Moresby	N Sallarat NW Mackay	PNG VIC SA QLD PNG	CHTR/Day PVT/Day PVT/Day PVT/Day CHTR/Day	struck the ground and the aircraft touched down travelling sideways. While climing after take of ffrom a strip 3.50 feet. AM. St., a loss of power on the rear engine led to a rapid loss of height and the aircraft descended onto a cloud covered ridge. The cause of the power loss has not been determined. 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. 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. 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 schieve a flight path over the rising terrain shead. The aircraft crashed into trees close to the aerodrome boundary and was destroyed by fire. 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 dound that an actuating torque to the attachment had failed.	Dest. Dest. Subst. Dest.	* Crash location also recorded as "Mt. Hagen"
BFG GRT PKT ACB?	Cessna Beech [Schneider] Cessna Cessna Cessna	Bocian Gilder 336 B23 "Musketeer" ESS9 "Arrow" Gilder 182H 310C	06.08.66. 13.08.66. 14.08.66. 16.08.66. 17.08.66.	Warwick Mt. Poki * Kingston Gawler Lindeman Island Port Moresby near Kimba	N Ballarat NW Mackay SW Port Augusta	PNG VIC SA QLD PNG SA	CHTR/Day PVT/Day PVT/Day PVT/Day CHTR/Day PVT/Day	struck the ground and the aircraft touched down travelling sideways. While climbing after take of from a strip 3.50 feet. AM. Si., a loss of power on the rear engine led to a rapid loss of height and the aircraft descended onto a cloud covered ridge. The cause of the power loss has not been determined. 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. 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. After touching down approximately half was along a downstoping 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 shead. The aircraft crashed into trees close to the aerodrome boundary and was destroyed by fire. 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 dound that an achieving torque tube attachment had failed. Shortly after touchdown on an unsuitable area the nosewheel rim shattered on impact with an embedded tree stump. The flat nosewheel then struck a stone and the nosewheel strut snapped off.	Dest. Dest. Subst. Dest. Subst. Subst.	* Crash location also recorded as "Mt. Hagen"
BFG GRT PKT	Cessna Beech [Schneider] Cessna Cessna	Bocian Gilder 336 B23 "Musketeer" ES59 "Arrow" Gilder 182H	06.08.66. 13.08.66. 14.08.66. 16.08.66.	Warwick Mt. Poki * Kingston Gawler Lindeman Island Port Moresby	N Sallarat NW Mackay	PNG VIC SA QLD PNG	CHTR/Day PVT/Day PVT/Day PVT/Day CHTR/Day	struck the ground and the aircraft touched down travelling sideways. While climbing after take- of from a strip 5.350 feet. AM 51, al loss of power on the rear engine led to a rapid loss of height and the aircraft descended onto a cloud covered ridge. The cause of the power loss has not been determined. 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. 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. 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 schieve a flight path over the rising terrain ahead. The aircraft crashed into trees close to the aerodrome boundary and was destroyed by fire. In his preparation for landing the pilot did not obtain an undercarriage down and safe indication. After several unsuccessful attributs to remedy the situation he landed and the starboard undercarriage retracted. It was found that an actuating torque tube attachment had failed. Shortly after touchdown on an autsuitable area the nosewheel rim shattered on impact with an embedded tree sturm. The flat nosewheel then struck a	Dest. Dest. Subst. Dest.	* Crash location also recorded as "Mt. Hagen"
BFG GRT PKT ACB?	Cessna Beech [Schneider] Cessna Cessna Cessna	Bocian Gilder 336 B23 "Musketeer" E559 "Arrow" Gilder 182H 310C	06.08.66. 13.08.66. 14.08.66. 16.08.66. 17.08.66.	Warwick Mt. Poki * Kingston Gawler Lindeman Island Port Moresby near Kimba	N Ballarat NW Mackay SW Port Augusta	PNG VIC SA QLD PNG SA	CHTR/Day PVT/Day PVT/Day PVT/Day CHTR/Day PVT/Day	struck the ground and the aircraft touched down travelling sideways. While climbing after take- of from a strip 5.350 feet. AM. SL, all oss of power on the rear engine led to a rapid loss of height and the aircraft descended onto a cloud covered ridge. The cause of the power loss has not been determined. 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. 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. 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 schieve a flight bath over the rising terrain shead. The aircraft crashed into trees close to the aerodrome boundary and was destroyed by fire. In his preparation for landing the pilot did not obtain an undercarriage down and safe indication. After several unsuccessful statemyste to remedy the situation he landed and the starboard undercarriage retracted. It was found that an actuating torque tube attachment had failed. Shortly after touchdown on an autosuitable area the noswheel rim shattered on impact with a membedded tree sturng. The flat nosewheel then struck a stone and the nosewheel strut snapped off. Attaced Two safe continued when directional control was lost, and in the ensuing ground loop the starboard undercarriage leg collapsed. The pilot did not ensure that the tailwheel was locked prior to commencing the take-off frun.	Dest. Dest. Subst. Dest. Subst. Subst.	* Crash location also recorded as "Mt. Hagen"
BFG GRT PKT ACB?	Cessna Beech [Schneider] Cessna Cessna Cessna Helio	80cian 80cian 816 823 823 824 825	06.08.66. 13.08.66. 14.08.66. 16.08.66. 17.08.66. 20.08.66.	Warwick Mt. Poki * Kingston Gawler Lindeman Island Port Moresby near Kimba Georgetown	N Ballarat NW Mackay SW Port Augusta	PNG VIC SA QLD PNG SA QLD	PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day	struck the ground and the aircraft touched down travelling sideways. While climbing after take- of from a strip 5.350 feet. AM. SL, all oss of power on the rear engine led to a rapid loss of height and the aircraft descended onto a cloud covered ridge. The cause of the power loss has not been determined. The pilot who was not qualified for instrument flight, lost control while flying in cloud at a low height and the aircraft dwed steeply into the ground. 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. 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 schieve a flight bath over the rising terrain ahead. The aircraft crashed into trees close to the aerodrome boundary and was destroyed by fire. In his preparation for landing the pilot did not obtain an undercarriage down and safe inclusion. After several unsuccessful starts to remedy the situation he landed and the starboard undercarriage retracted. It was found that an actuating torque tube attachment had failed. Shortly after touchdown on an aursuitable area the nonewheler if mishattered on impact with a membedded tree sturnp. The flat nosewhele then struck a stone and the nosewhele that struct a subject of the struck and the nosewheler was locked prior to commencing the take-off from a strop of inadequate length in view of it's long wet grass surface. The aircraft became airborne but collided with trees at the end of the strip.	Dest. Dest. Subst. Dest. Subst. Subst. Subst.	* Crash location also recorded as "Mt. Hagen"
BFG GRT PKT ACB?	Cessna Beech [Schneider] Cessna Cessna Cessna Helio Cessna	Bocian Gider	06.08.66. 13.08.66. 14.08.66. 16.08.66. 17.08.66. 20.08.66. 21.08.66.	Warwick Mt. Poki * Kingston Gawler Lindeman Island Port Moresby near Kimba Georgetown Dona airstrip	N Ballarat NW Mackay SW Port Augusta NW Townsville	PNG VIC SA QLD PNG SA QLD PNG PNG	CHTR/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day	struck the ground and the aircraft touched down travelling sideways. While climbing after take- of from a strip 5.350 feet. AM. SL, all oss of power on the rear engine led to a rapid loss of height and the aircraft descended onto a cloud covered ridge. The cause of the power loss has not been determined. 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. During an auto- tow launch the cable broke at a height of approximately S00 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. 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 reining terrain ahead. The aircraft crashed into trees close to the aerodrome boundary and was destroyed by fire. In his preparation for landing the pilot did not obtain an undercarriage down and safe inclusion. After several unsuccessful attention storemedy the situation he landed and the starboard undercarriage retracted. It was found that an actuating torque tube attachment had failed. Shortly after touchdown on an unsuitable area the nonewheler im shattered on impact with a embedded tree sturng. The fair nosewheel then struck a stone and the nosewheel strut snapped off. Attacel five additionation with a microcrain account of the struck as a stone and the nosewheel was locked prior to commencing the take-off from a strip of inadequate length in view of it's long wet grass surface. The aircraft became airborne but collided with teres at the end of the strip. The pilot attempted at lake-off from a strip of inadequate length in view of it's long wet grass surface. The aircraft became airborne but collided with teres at the end of the strip. The pilot attempted at lake-off from a strip	Dest. Dest. Subst. Dest. Subst. Subst. Subst. Subst.	* Crash location also recorded as "Mt. Hagen"
BFG GRT PKT ACB? UND?	Cessna Beech [Schneider] Cessna Cessna Cessna Cessna Beech	Bocian Gilder 336 B23 "Musketeer" ESS9 "Arrow" Gilder 182H 310C 172A 295 [H-295 Super Courier] 210 95-55 "Barron"	06.08.66. 13.08.66. 14.08.66. 16.08.66. 17.08.66. 20.08.66. 20.08.66. 21.08.66.	Warwick Mt. Poki * Kingston Gawler Lindeman Island Port Moresby near Kimba Georgetown Dona airstrip Anningie Station	N Ballarat NW Mackay SW Port Augusta NW Townsville	PNG VIC SA QLD PNG SA QLD PNG NT	CHTR/Day PVT/Day PVT/Day PVT/Day PVT/Day CHTR/Day PVT/Day PVT/Day PVT/Day PVT/Day	struck the ground and the aircraft touched down travelling sideways. While climbing after take- of from a strip 6.350 feet. AM 51.a loss of power on the rear engine led to a rapid loss of height and the aircraft descended onto a cloud covered ridge. The cause of the power loss has not been determined. 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. 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. 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. In his preparation for landing the plot idi ont of batian an undercarriage down and sale 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. Shortly after touchdown on an unsuitable area the nosewheel rim shattered on impact with an embedded tree stump. The flat nosewheel then struck a 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 ensure that the lailwheel was locked prior to commencing the take-off run. The pilot attempted a take-off from a strip of imadequate length in view of it's long wet grass surface. The aircraft became airborne but collided with trees at the end of the landing roll on an apparently serviceable strip the nosewheel broke through the dry surface crust into a wet, underlyin	Dest. Dest. Subst. Dest. Subst. Subst. Subst. Subst. Subst. Subst.	* Crash location also recorded as "Mt. Hagen"
BFG GRT PKT ACB? UND? RBC CS_?	Cessna Beech [Schneider] Cessna Cessna Cessna Helio Cessna Beech	Bocian Glider 336 B23 "Musketeer" ES59 "Arrow" Glider 182H 310C 172A 295 [H-295 Super Courier] 210 95-55 "Baron" 47G-381	06.08.66. 13.08.66. 14.08.66. 16.08.66. 17.08.66. 20.08.66. 21.08.66. 24.08.66. 24.08.66.	Warwick Mt. Poki * Kingston Gawler Lindeman Island Port Moresby near Kimba Georgetown Dona airstrip Anningie Station Kupei	N Ballarat NW Mackay SW Port Augusta NW Townsville N Alice Springs	PNG VIC SA QLD PNG SA QLD PNG NT PNG	CHTR/Day PVT/Day	struck the ground and the aircraft touched down travelling sideways. While climbing after take- of from a strip 6.350 feet. AM 51.a loss of power on the rear engine led to a rapid loss of height and the aircraft descended onto a cloud covered ridge. The cause of the power loss has not been determined. 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. 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. 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. In his preparation for landing the pilot did not obtain an undercarraige down and safe indication. After several unsuccessful admits to remedy the situation he landed and the starboard undercarraige ertracted. It was found that an actuating torque tube attachment had failed. Shortly after touchdown on an unsustable area the nosewheel if mishattered on impact with an embedded tree stump. The flat nosewheel then struck a stone and the nosewheel structs suppared off. Attace-off was discontinued when directional control was lost, and in the ensuing ground loop the starboard undercarraige ieg collapsed. The pilot did not ensure that the taliwheel 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 trees at the end of the tarifung roll on an apparently serviceable strip the nosewheel broke through the dry surface crust into a wet, underlyi	Dest. Dest. Subst.	* Crash location also recorded as "Mt. Hagen"
BFG GRT PKT ACB? UND? RBC CS_? DUC/Y? CMV? KRD?	Cessna Beech [Schneider] Cessna Cessna Cessna Helio Cessna Beech Bell [CZI.]	Bocian Bocian Socian S	06.08.66. 13.08.66. 14.08.66. 16.08.66. 17.08.66. 20.08.66. 21.08.66. 24.08.66. 24.08.66. 27.08.66.	Warwick Mt. Poki * Kingston Gawler Lindeman Island Port Moresby near Kimba Georgetown Dona alistrip Anningie Station Kupei Penshurst Kerema	N Ballarat NW Mackay SW Port Augusta NW Townsville N Alice Springs	PNG VIC SA QLD PNG SA QLD PNG TO PNG VIC PNG PNG PNG PNG PNG PNG PNG	CHTR/Day PVT/Day	struck the ground and the aircraft touched down travelling sideways. While climbing after take- of from a strip 6.350 feet. AM 51.a loss of power on the rear engine led to a rapid loss of height and the aircraft descended onto a cloud covered ridge. The cause of the power loss has not been determined. The pilot who was not qualified for instrument flight, lost control while flying in cloud at a low height and the aircraft dwed steeply into the ground. 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. 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. In his preparation for landing the pilot did not obtain an undercarriage down and safe indication. After several unsuccessful admiss to remedy the situation he landed and the starboard undercarriage retracted. It was found that an actuating torque tube attachment had failed. Shortly after touchdown on an unsustable area the nosewheel rish and an actuating torque tube attachment had failed. Atta-eoff was discontinued when directional control was lost, and in the ensuing ground loop the starboard undercarriage leg collapsed. The pilot did not ensure that the taliwheel was locked prior to commencing the take-off run. Pe 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 easier that the end of the strip. 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.	Dest. Dest. Subst.	* Crash location also recorded as "Mt. Hagen"
BFG GRT PKT ACB? UND? RBC CS_? DUC/Y? CMY? KRD? FRE	Cessna Beech [Schneider] Cessna Cessna Cessna Helio Cessna Beech Bell [CZL] Cessna	Bocian Bocian Socian S	06.08.66. 13.08.66. 14.08.66. 16.08.66. 17.08.66. 20.08.66. 21.08.66. 24.08.66. 24.08.66. 27.08.66. 27.08.66. 30.08.66.	Warwick Mt. Poki * Kingston Gawler Lindeman Island Port Moresby near Kimba Georgetown Dona airstrip Anningie Station Kupei Penshurst Kerema Yilui	N Ballarat NW Mackay SW Port Augusta NW Townsville N Alice Springs N Warrnambool	PNG VIC SA QLD PNG SA QLD PNG NT PNG VIC PNG PNG	CHTR/Day PVT/Day	struck the ground and the aircraft touched down travelling sideways. While climbing after take- of from a strip 5.350 feet. AM 51.a loss of power on the rear engine led to a rapid loss of height and the aircraft descended onto a cloud covered ridge. The cause of the power loss has not been determined. The pilot who was not qualified for instrument flight, lost control while flying in cloud at a low height and the aircraft dwest eeply into the ground. 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. 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 schieve a flight path over the rising terrain ahead. The aircraft crashed into trees close to the aerodrome boundary and was destroyed by fire. In his preparation for landing the pilot did not obtain an undercarriage down and safe indication. After several unsuccessful attributes to remedy the situation he landed and the starboard undercarriage retracted. It was found that an actuating torque tube attachment had failed. Shortly after touchdown on an unsustable area the nosewheel rish shattered on impact with an embedded tree sturng. The flat nosewheel then struck a stone and the nosewheel struct snapped off. Atkee-off was discontinued when directional control was lost, and in the ensuing ground loop the starboard undercarriage leg collapsed. The pilot did not ensure that the taliwheel was locked prior to commencing the take-off from. 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 tens at the end of the landing roll on an apparently serviceable strip the nosewheel broke through the dry surface crust into a wet, underlyin	Dest. Dest. Subst.	
BFG GRT PKT ACB? UND? RBC CS_? DUC/Y? CMV? KRD?	Cessna Beech [Schneider] Cessna Cessna Cessna Helio Cessna Beech Bell [CZI.]	Bocian Bocian Socian S	06.08.66. 13.08.66. 14.08.66. 16.08.66. 17.08.66. 20.08.66. 21.08.66. 24.08.66. 24.08.66. 27.08.66.	Warwick Mt. Poki * Kingston Gawler Lindeman Island Port Moresby near Kimba Georgetown Dona alistrip Anningie Station Kupei Penshurst Kerema	N Ballarat NW Mackay SW Port Augusta NW Townsville N Alice Springs	PNG VIC SA QLD PNG SA QLD PNG TO PNG VIC PNG PNG PNG PNG PNG PNG PNG	CHTR/Day PVT/Day	struck the ground and the aircraft touched down travelling sideways. While climbing after take- of from a strip 6.350 feet. AM 51.a loss of power on the rear engine led to a rapid loss of height and the aircraft descended onto a cloud covered ridge. The cause of the power loss has not been determined. 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. 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. 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 schieve a flight path over the rising terrain ahead. The aircraft crashed into trees close to the aerodrome boundary and was destroyed by fire. In his preparation for landing the pilot did not obtain an undercarriage down and safe indication. After several unsuccessful attracts to remedy the situation he landed and the starboard undercarriage retracted. It was found that an actuating torque tube attachment had failed. Shortly after touchdown on an unsuitable area the nosewheel rism shattered on impact with an embedded tree sturng. The flat nosewheel then struck a stone and the nosewheel structs snapped off. Atkee-Off was discontinued when directional control was lost, and in the ensuing ground loop the starboard undercarriage leg collapsed. The pilot did not ensure that the taliwheel was locked prior to commencing the take-off from. 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 trees at the end of the landing roll on an apparently serviceable strip the nosewheel broke through the dry surface crust into a wet, underly	Dest. Dest. Subst.	* Crash location also recorded as "Mt. Hagen" Pilot: T.Walker
BFG GRT PKT ACB? UND? RBC CS_? DUC/Y? CMY? KRD? FRE	Cessna Beech [Schneider] Cessna Cessna Cessna Helio Cessna Beech Bell [CZL] Cessna	Bocian Bocian Socian S	06.08.66. 13.08.66. 14.08.66. 16.08.66. 17.08.66. 20.08.66. 21.08.66. 24.08.66. 24.08.66. 27.08.66. 27.08.66. 30.08.66.	Warwick Mt. Poki * Kingston Gawler Lindeman Island Port Moresby near Kimba Georgetown Dona airstrip Anningie Station Kupei Penshurst Kerema Yilui	N Ballarat NW Mackay SW Port Augusta NW Townsville N Alice Springs N Warrnambool	PNG VIC SA QLD PNG SA QLD PNG NT PNG VIC PNG PNG	CHTR/Day PVT/Day Trng/Day	struck the ground and the aircraft touched down travelling sideways. While climbing after take- of from a strip 5.350 feet. AM 51.a loss of power on the rear engine led to a rapid loss of height and the aircraft descended onto a cloud covered ridge. The cause of the power loss has not been determined. 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. 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. 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 schieve a flight path over the rising terrain ahead. The aircraft crashed into trees close to the aerodrome boundary and was destroyed by fire. In his preparation for landing the pilot did not obtain an undercarriage down and safe indication. After several unsuccessful admiss to remedy the situation he landed and the starboard undercarriage retracted. It was found that an actuating torque tube attachment had failed. Shortly after touchdown on an unsustable area the nosewheel risin shattered on impact with an embedded tree sturng. The flat nosewheel then struck a stone and the nosewheel struct snapped off. Atkee-Off was discontinued when directional control was lost, and in the ensuing ground loop the starboard undercarriage leg collapsed. The pilot did not ensure that the tailwheel was locked prior to commencing the take-off frun. The pilot attempted a take-off from a strip of inadequate length in view of it's long wet grass surface. The aircraft became airchorne but collided with trees at the end of the strip. Towards the end of the landing roll on an apparently serviceable strip the nosewheel broke through the dry sur	Dest. Dest. Subst.	
BFG GRT PKT ACB? UND? RBC CS_? DUC/Y? CMC, KRD? FRE RGG/2	Cessna Beech [Schneider] Cessna Cessna Cessna Helio Cessna Beech Bell [C2L] Cessna Cessna	80cian Gidder 336 823 "Musketeer" ESS9 "Arrow" Gidder 1822 1310C 172A 295 [H-295 Super Courier] 210 47G-381 Meta Sokol L40 1858 180[G] 150[F]	06.08.66. 13.08.66. 14.08.66. 16.08.66. 17.08.66. 20.08.66. 21.08.66. 24.08.66. 24.08.66. 27.08.66. 30.08.66. 31.08.66.	Warwick Mt. Poki * Kingston Gawler Lindeman Island Port Moresby near Kimba Georgetown Dona airstrip Anningie Station Kupel Penshurst Kerema Yilui (Christmas Hills)	N Ballarat NW Mackay SW Port Augusta NW Townsville N Alice Springs N Warrnambool	PNG VIC SA QLD PNG SA QLD PNG VIC PNG VIC PNG VIC	CHTR/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day AWK/Day PVT/Day PVT/Day Trng/Day Trng/Day (Solo) PVT/Day	struck the ground and the aircraft touched down travelling sideways. While climbing after take- of from a strip 6.350 feet. AM 51.a loss of power on the rear engine led to a rapid loss of height and the aircraft descended onto a cloud covered ridge. The cause of the power loss has not been determined. The pilot who was not qualified for instrument flight, lost control while flying in cloud at a low height and the aircraft dwed steeply into the ground. 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. 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. In his preparation for landing the plot 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. Shortly after touchdown on an unsuitable area the nosewheel rim shattered on impact with an embedded tree sturmp. The flat nosewheel then struck a stone and the nosewheel strut snapped off. Alabe off was discontinued when directional control was lost, and in the ensuing ground loop the starboard undercarriage leg collapsed. The pilot did not ensure that the tallwheel 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 trees at the end of the landing roll on an apparently serviceable strip the nosewheel broke through the dry surface crust into a wet,underlying lay	Dest. Dest. Subst. Dest. Subst. Dest.	
BFG GRT PKT ACB? UND? RBC CS_? DUC/Y? CMY? KRD? FRE RGG/2 UXP? SMF?	Cessna Beech [Schneider] Cessna Cessna Cessna Helio Cessna Beech Beil [CZL] Cessna Cessna	80cian 80cian 812 813 813 813 814 815	06.08.66. 13.08.66. 14.08.66. 16.08.66. 20.08.66. 20.08.66. 21.08.66. 24.08.66. 24.08.66. 27.08.66. 30.08.66. 31.08.66. 01.09.66.	Warwick Mt. Poki * Kingston Gawler Lindeman Island Port Moresby near Kimba Georgetown Dona airstrip Anningie Station Kupei Penshurst Kerema Yilui [Christmas Hills] Moorabbin aerodrome Parkes aerodrome	N Ballarat NW Mackay SW Port Augusta NW Townsville N Alice Springs N Warrnambool	PNG VIC SA QLD PNG SA QLD PNG VIC PNG VIC PNG VIC VIC VIC NSW	CHTR/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day AWK/Day PVT/Day CHTR/Day PVT/Day	struck the ground and the aircraft touched down travelling sideways. While climbing after take- of from a strip 6.350 feet. AM 51.a loss of power on the rear engine led to a rapid loss of height and the aircraft descended onto a cloud covered ridge. The cause of the power loss has not been determined. The pilot who was not qualified for instrument flight, lost control while flying in cloud at a low height and the aircraft dwed steeply into the ground. 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. After touching down approximately half was along a downsloping strip which was also downwind the pilot incapacitation is possible. 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. In his preparation for landing the pilot did not obtain an undercarraige down and safe indication. After several unsuccessful administrators to remedy the situation he landed and the starboard undercarraige ertracted. It was found that an actuating torque tube attachment had failed. Shortly after touchdown on an unsuitable area the nosewheel rim shattered on impact with an embedded tree sturmp. The flat nosewheel then struck a stone and the nosewheel strut snapped off. Altae-off two afforcations are struck and the nessure struck as a stone and the nosewheel and infectional control was lost, and in the ensuing ground loop the starboard undercarraige leg collapsed. The pilot did not ensure that the tallwheel 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 su	Dest. Dest. Subst. Dest. Subst.	
BFG GRT PKT ACB? UND? RBC CS_? DUC/Y? CMV? KRD? FRE RGG/2	Cessna Beech [Schneider] Cessna Cessna Cessna Helio Cessna Beech Bell [C2L] Cessna Cessna	80cian 80cian 813 823 813 814 815	06.08.66. 13.08.66. 14.08.66. 16.08.66. 20.08.66. 20.08.66. 21.08.66. 24.08.66. 24.08.66. 27.08.66. 30.08.66. 30.08.66. 30.08.66.	Warwick Mt. Poki * Kingston Gawler Lindeman Island Port Moresby near Kimba Georgetown Dona airstrip Anningie Station Kupel Penshurst Kerema Yilui [Christmas Hills]	N Ballarat NW Mackay SW Port Augusta NW Townsville N Alice Springs N Warrnambool	PNG VIC SA QLD PNG SA QLD PNG VIC PNG VIC PNG VIC VIC	CHTR/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day AWK/Day PVT/Day PVT/Day Trng/Day Trng/Day (Solo) PVT/Day	struck the ground and the aircraft touched down travelling sideways. While climbing after take- of from a strip 6.350 feet. AM 51.a loss of power on the rear engine led to a rapid loss of height and the aircraft descended onto a cloud covered ridge. The cause of the power loss has not been determined. The pilot who was not qualified for instrument flight, lost control while flying in cloud at a low height and the aircraft dwed steeply into the ground. 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. After touching down approximately half was along a downsloping strip which was also downwind the pilot incapacitation is possible. After touching down approximately half was along a downsloping strip which was also downwind the pilot incapacitation is possible. 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. In his preparation for landing the pilot did not obtain an undercarraing ad own and safe indication. After several unsuccessful admiss to remedy the situation he landed and the starboard undercarrainge retracted. It was found that an actuating torque tube attachment had failed. Shortly after touchdown on an unsustable area the nosewheel firm shattered on impact with an embedded tree stump. The flat nosewheel then struck a stone and the nosewheel struts snapped off. Altae-off was discontinued when directional control was lost, and in the ensuing ground loop the starboard undercarrainge leg collapsed. The pilot did not ensure that the tailwheel was locked prior to commencing the take-off run. The pilot attempted a take-off	Dest. Dest. Subst. Dest. Subst.	
BFG GRT PKT ACB? UND? RBC CS_? DUC/Y? CMY? KRD? FRE RGG/2 UXP? SMF?	Cessna Beech [Schneider] Cessna Cessna Cessna Helio Cessna Beech Beil [CZL] Cessna Cessna	80cian 80cian 812 813 813 813 814 815	06.08.66. 13.08.66. 14.08.66. 16.08.66. 20.08.66. 20.08.66. 21.08.66. 24.08.66. 24.08.66. 27.08.66. 30.08.66. 31.08.66. 01.09.66.	Warwick Mt. Poki * Kingston Gawler Lindeman Island Port Moresby near Kimba Georgetown Dona airstrip Anningie Station Kupei Penshurst Kerema Yilui [Christmas Hills] Moorabbin aerodrome Parkes aerodrome	N Ballarat NW Mackay SW Port Augusta NW Townsville N Alice Springs N Warrnambool	PNG VIC SA QLD PNG SA QLD PNG VIC PNG VIC PNG VIC VIC VIC NSW	CHTR/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day PVT/Day AWK/Day PVT/Day CHTR/Day PVT/Day	struck the ground and the aircraft touched down travelling sideways. While climbing after take- of from a strip 5.350 feet. AM 51.a loss of power on the rear engine led to a rapid loss of height and the aircraft descended onto a cloud covered ridge. The cause of the power loss has not been determined. 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. 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. 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 schieve a flight path over the rising terrain ahead. The aircraft crashed into trees close to the aerodrome boundary and was destroyed by fire. In his preparation for landing the pilot did not obtain an undercarriage down and safe indication. After several unsuccessful administrator to remedy the situation he landed and the starboard undercarriage ertracted. It was found that an actuating torque tube attachment had failed. Shortly after touchdown on an unsutable area the nonewheeler in shattered on impact with an embedded tree sturng. The flat nosewheele then struck a stone and the nosewheel strut snapped off. Atkae-off was discontinued when directional control was lost, and in the ensuing ground loop the starboard undercarriage leg collapsed. The pilot did not ensure that the tailwheel was locked prior to commencing the take-off frun. Pa 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 tress at the end of the strip. Towards the end of the landing roll on an apparently serviceable strip the nosewheel broke through the dry	Dest. Dest. Subst. Dest. Subst.	

	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	PA-23	13.09.66.	Junee		NSW	CHTR/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.	Subst.	
GHJ	[Schneider]	Grunau Baby Glider	15.09.66.	Narrogin		WA	PVT/Day	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 the aircraft cartwheeled.	Subst.	SOR date also reported as "14.09.66"
WHS?	Bell	47G2	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.	
UEZ/2	DeHav.	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 starboard undercarriage collapsed.	Subst.	
	[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.	
POO	[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.
RMI	[Vickers]	Viscount 832	22.09.66.	near Winton		QLD				