

1. LOCATION OF OCCURRENCE

Bankstown Airport, New South Wales.	Height a.m.s.l. (ft) 21 feet	Date 7.6.70	Time (Local) 1656	Zone EST
-------------------------------------	---------------------------------	----------------	----------------------	-------------

2. THE AIRCRAFT

Make and Model Victa Airtourer 100	Registration VH-PMC	Certificate of Airworthiness	Valid from 26.3.65	Valid to 25.3.74
Registered Owner Bravo Flying Group, 41/30 Tennyson Street, Dulwich Hill, New South Wales.	Operator McLean's Flying School, Bankstown Airport, Bankstown, New South Wales.	Degree of damage to aircraft Substantial		
Defects discovered		Other property damaged Nil.		

3. THE FLIGHT

Last or intended departure point Taree	Time of departure 1504	Next point of intended landing Bankstown	Purpose of flight Travel	Class of operation Private
---	---------------------------	---	-----------------------------	-------------------------------

4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Lawrence Alfred WALDON	Pilot	51	Private	66	355	Nil

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Mrs. E. ALLAN	Passenger	Minor			

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention

7. RELEVANT EVENTS

On return to Bankstown from Taree, where the pilot and his passenger had flown earlier in the day, the pilot reported inbound over Parramatta at 1651 hours, 31 minutes before last light. He was cleared for a straight in approach to the 18 strip in hazy conditions with the visibility reported as 5 miles. Five minutes later the aircraft was observed on short final for the left side of the normally 630 feet wide strip, lined up on an area 300 feet wide which was unserviceable due to aerodrome works. The area had been marked unserviceable and a NOTAM had been issued which the pilot had seen. At a height of about 10 feet the aircraft then banked steeply to the right towards the remaining 330 feet wide serviceable area and then made a flat skidding turn to the left as the pilot attempted to line up for the landing. As the turn was almost completed the aircraft stalled and fell heavily to the ground in a nose down attitude. The nosewheel was detached as the aircraft bounced, then slid to rest 80 feet from the point of touch down. The aircraft dug its nose in deeply, but after reaching a nearly vertical attitude, fell back on to its main undercarriage. During the attempts by the pilot to align the aircraft with the landing area, one other aircraft took avoidance action.

8. OPINION AS TO CAUSE

The cause of the accident was that the pilot did not abandon the landing approach when he became aware that the aircraft was not aligned with the landing area.

Report approved <i>D. S. Graham</i>	(D. S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 2.8.71
--	----------------	---	----------------