COMMONWEALTH OF AUSTRALIA
DEPARTMENT OF CIVIL AVIATION

LOCATION OF OCCURRENCE

## AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/693/1031

					Height a.m.s.l. (ft)			Time (Lo	ocal)	Zone	
Bullarto South, Victoria.				2,500	2,500 feet		.69	1045	5	EST	
THE AIRCRAFT						<u></u>				<u></u>	
Make and Model		Registration			Castificate of		Valid from		Valid to		
iper PA-25/235 "Pawnee"		VH-AGL			Certificate of Airworthiness		14.9.65		13.9.74		
Registered Owner		Operator					Degree of damage to aircraft				
P. Tetley & R. Kilpatrick,		Avi	a Guard	(Vie.),			Destroyed				
Mt. Mercer P.M.B.,		Bal	larat Air	port.	Other prope			erty damaged			
Ballarat, Victoria.		Ballarat, Victoria.			•	S.E.C. power lines					
Defects discovered	· · · · · · · · · · · · · · · · · · ·		<del>_'</del>			<u> </u>	<u> </u>				
•			•			•					
	• •		1.0		•						
					•						
2 715 51 617	<del></del>		<del></del>	<del> </del>	<del></del>			··			
3. THE FLIGHT	Time of departure	T Name a		ad tanadena	I p		<del>-</del> -1	Cl- (	<u> </u>		
Last or intended departure point	time of departure	Next point of intended la		ea landing			•		Class of operation		
Ballarat	1015	Ballarat			Agricult		ł		Aerial		
	1				Sprayir	ıg		<u>_</u>	ork		
THE CREW		<del></del>			·	·					
Name	Status	Age Class of licence		of licence	Hours on type	e Total hours		Degree of injury			
	·						i				
Paul Anthony James	Pilot	39 Commercial		1278 hour	1278 hours 4851 hours		Serious				
TETLEY					1	1	, ·				
5. OTHER PERSONS (All pas	sengers and person	s injured a	on around)		<del></del>			· · · · · · · · · · · · · · · · · · ·			
Name	Status	Degree of injury			Name		Status		Degree of injury		
					174110			Degree of injury		<u>,,</u>	
_											
	1		į.			٠	  -				
CONTRAVENTIONS OF DE	CILL A TIONS AND	ADDER		<del></del>	<del></del>		L	·	<u> </u>	<del> </del>	
6. CONTRAVENTIONS OF RE	EGULATIONS AND	OKDEK2									
Regulation or Order No.				Nature of co	ontravention					<del></del>	
					•						
ł.:											
		•									
RELEVANT EVENTS											
								a latar	The n	llot	
The aircraft took off from 1	Ballarat and arr	ived in t	he annav	ing area fi	fteen to to	ants			. Inc p		
										•••	
was familiar with the field,	having sprayed	it the pr	revious d	ay, and he	e commend	ed s	praying	on this	occasio	on 	
was familiar with the field, with an east to west run on	having sprayed the southern sid	lit the pride of a m	revious d ain powe	ay, and he	e commend ch crosses	ed s	praying field.	on this He mad	le his se	cond	
was familiar with the field, with an east to west run on run in the opposite direction	having sprayed the southern sid n, still on the s	l it the pr de of a m outhern s	revious d ain powe side of th	ay, and he r line whi e main po	commend ch crosses wer line, a	ed s the and t	praying field. hen pro	on this He mad ceeded	le his se to spray	cond a	
was familiar with the field, with an east to west run on run in the opposite direction four acre paddock a short d	having sprayed the southern sid n, still on the so istance away.	it the pride of a mouthern so On return	revious d ain powe side of th ning to th	ay, and he r line whi e main po ne first fie	e commend ch crosses wer line, a ld he made	ed s the and the a s	praying field. hen propray pray ru	on this He mad ceeded n from	le his se to spray east to	cond a west	
was familiar with the field, with an east to west run on run in the opposite direction four acre paddock a short do on the northern side of the	having sprayed the southern sic n, still on the so istance away. main power line	l it the produced the design of the design o	revious d ain powe side of th ning to th g this ru	ay, and he r line whi e main po ne first fie n he looke	e commend ch crosses wer line, a ld he made d back to c	ed s the and the a s heck	praying field. hen propray run the dri	on this He mad ceeded n from ft of the	le his se to spray east to e spray	cond a west and	
was familiar with the field, with an east to west run on run in the opposite direction four acre paddock a short don the northern side of the the aircraft struck a three	having sprayed the southern sid n, still on the so istance away. main power line wire spur power	it the pride of a mouthern so On returns. On returns. Ine rur	revious d ain powe side of th ning to th g this run nning nor	ay, and he r line whi e main pone first fien he looke th from the	e commend ch crosses wer line, a ld he made d back to c e main por	ed s the and the a s heck ver l	praying field hen prop pray ru the dri ine app	on this He mad ceeded n from ft of the roxima	to spray east to e spray tely half	cond y a west and way	
was familiar with the field, with an east to west run on run in the opposite direction four acre paddock a short don the northern side of the the aircraft struck a three	having sprayed the southern sid n, still on the so istance away. main power line wire spur power	it the pride of a mouthern so On returns. On returns. Ine rur	revious d ain powe side of th ning to th g this run nning nor	ay, and he r line whi e main pone first fien he looke th from the	e commend ch crosses wer line, a ld he made d back to c e main por	ed s the and the a s heck ver l	praying field hen prop pray ru the dri ine app	on this He mad ceeded n from ft of the roxima	to spray east to e spray tely half	cond y a west and way	
was familiar with the field, with an east to west run on run in the opposite direction four acre paddock a short don the northern side of the the aircraft struck a three valong the run. The flight of	having sprayed the southern sid n, still on the so istance away. main power line wire spur power f the aircraft wa	l it the pride of a mouthern so On return, During r line ruras arrest	revious d ain power side of th ning to th g this run nning nor sed and it	ay, and he r line whi e main pone first fien he looked the from the struck the	e commend ch crosses wer line, a ld he made d back to c e main pow e ground n	ed s the and the e a s heck ver l ose f	praying field, hen property run the dri ine appoint and instantial	on this He mad ceeded n from ft of the roxima i then f	te his se to spray east to e spray tely half ell to th	cond y a west and way	
was familiar with the field, with an east to west run on run in the opposite direction four acre paddock a short don the northern side of the the aircraft struck a three valong the run. The flight of	having sprayed the southern sid n, still on the so istance away. main power line wire spur power f the aircraft wa	l it the pride of a mouthern so On return, During r line ruras arrest	revious d ain power side of th ning to th g this run nning nor sed and it	ay, and he r line whi e main pone first fien he looked the from the struck the	e commend ch crosses wer line, a ld he made d back to c e main pow e ground n	ed s the and the e a s heck ver l ose f	praying field, hen property run the dri ine appoint and instantial	on this He mad ceeded n from ft of the roxima i then f	te his se to spray east to e spray tely half ell to th	cond y a west and way	
was familiar with the field, with an east to west run on run in the opposite direction four acre paddock a short don the northern side of the the aircraft struck a three valong the run. The flight of	having sprayed the southern sid n, still on the so istance away. main power line wire spur power f the aircraft wa	l it the pride of a mouthern so On return, During r line ruras arrest	revious d ain power side of th ning to th g this run nning nor sed and it	ay, and he r line whi e main pone first fien he looked the from the struck the	e commend ch crosses wer line, a ld he made d back to c e main pow e ground n	ed s the and the e a s heck ver l ose f	praying field, hen property run the dri ine appoint and instantial	on this He mad ceeded n from ft of the roxima i then f	te his se to spray east to e spray tely half ell to th	cond y a west and way	
was familiar with the field, with an east to west run on run in the opposite direction four acre paddock a short don the northern side of the the aircraft struck a three valong the run. The flight of	having sprayed the southern sid n, still on the so istance away. main power line wire spur power f the aircraft wa	l it the pride of a mouthern so On return, During r line ruras arrest	revious d ain power side of th ning to th g this run nning nor sed and it	ay, and he r line whi e main pone first fien he looked the from the struck the	e commend ch crosses wer line, a ld he made d back to c e main pow e ground n	ed s the and the e a s heck ver l ose f	praying field, hen property run the dri ine appoint and instantial	on this He mad ceeded n from ft of the roxima i then f	te his se to spray east to e spray tely half ell to th	cond y a west and way	
The aircraft took off from I was familiar with the field, with an east to west run on run in the opposite direction four acre paddock a short of on the northern side of the the aircraft struck a three along the run. The flight of inverted position. A fire be	having sprayed the southern sid n, still on the so istance away. main power line wire spur power f the aircraft wa	l it the pride of a mouthern so On return, During r line ruras arrest	revious d ain power side of th ning to th g this run nning nor sed and it	ay, and he r line whi e main pone first fien he looked the from the struck the	e commend ch crosses wer line, a ld he made d back to c e main pow e ground n	ed s the and the e a s heck ver l ose f	praying field, hen property run the dri ine appoint and instantial	on this He mad ceeded n from ft of the roxima i then f	te his se to spray east to e spray tely half ell to th	cond y a west and way	

The cause of the accident was that the pilot did not exercise the amount of care demanded while flying in the

(D.S.GRAHAM)

Assistant Director-General

(Air Safety Investigation)

Date

28.11.69

Report approved

vicinity of power lines.

## DEFINITIONS

- ACCIDENT An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all those persons have disembarked and in which
  - (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached to the aircraft; or
  - (b) the aircraft suffers substantial damage.

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

SERIOUS INJURY - Any injury other than a fatal injury which

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

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

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

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

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