

## 1. LOCATION OF OCCURRENCE

"Runnymede" 17 nautical miles north-west of Merriwa, New South Wales.	Height o.m.s.l. (ft) 1500 feet	Date 17.3.70	Time (Local) 1603	Zone EST
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## 2. THE AIRCRAFT

Make and Model Fletcher FU24	Registration VH-FBC	Certificate of Airworthiness	Valid from 18.4.69	Valid to 17.4.78
Registered Owner Westair Aviation Service Pty. Ltd., P.O. Box 172, Coonabarabran, N.S.W.	Operator Westair Aviation Service Pty. Ltd., P.O. Box 172, Coonabarabran, N.S.W.	Degree of damage to aircraft Destroyed		
Other property damaged				
Defects discovered				

## 3. THE FLIGHT

Last or intended departure point Agricultural Strip	Time of departure 1555	Next point of intended landing Point of Departure	Purpose of flight Agricultural Spreading	Class of operation Aerial Work
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## 4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
David Osborne UPHILL	Pilot	25	Commercial	212 hours	1050 hours	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury

## 6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention
ANR 227 (1) and (5)	The loading of the aircraft at the time of take-off was outside permissible limits specified in the Certificate of Airworthiness in that the weight was in excess of the maximum permissible and the centre of gravity was aft of the aft limit  The loading of the aircraft was within permissible limits at the time of the accident.

## 7. RELEVANT EVENTS

<p>The aircraft had been engaged in spreading operations during the morning and after a meal break, the aircraft was re-loaded and refuelled. At about 1500 hours the pilot began spreading superphosphate over selected areas either side of a low ridge in gently undulating country. In fine and calm weather conditions the spreading runs were made in a left hand pattern with a run in a north-easterly direction over one area and continuing in the pattern for a run in a south-westerly direction over the other areas while gradually working upslope towards the central ridge area. After making a run to the north-east the pilot commenced a turn to the left to position the aircraft for a run to the south-west and it was then seen to dive steeply toward the ground while dumping its load. The aircraft struck the ground in a right wing down attitude and came to rest about 105 feet from the initial impact point. An examination of the wreckage disclosed that the engine was under power at the time of the impact, and that the flaps were extended, probably at the 40 degree position.</p>
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## 8. OPINION AS TO CAUSE

<p>The cause of the accident has not been determined but a possible explanation is that the pilot lost control of the aircraft while endeavouring to turn the aircraft tightly in order to achieve his planned flight path.</p>		
Report approved <i>D.S. Graham</i> (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 6.8.1970