

## 1. LOCATION OF OCCURRENCE

1/2 miles north-east of Toora, Victoria.	Height a.m.s.l. (ft) 850 feet	Date 26.9.70	Time (Local) 1015	Zone EST
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## 2. THE AIRCRAFT

Make and Model Piper PA25-235	Registration VH-SFT	Certificate of Airworthiness	Valid from 25.8.69	Valid to 24.8.78
Registered Owner Skyfarmers Pty. Ltd., P.O. Box 17, Morwell, Victoria.	Operator Skyfarmers Pty. Ltd., P.O. Box 17, Morwell, Victoria.	Degree of damage to aircraft Destroyed		
Defects discovered		Other property damaged Power and telephone wires broken		

## 3. THE FLIGHT

Last or intended departure point Leongatha	Time of departure 0945	Next point of intended landing Leongatha	Purpose of flight Weedicide Spraying	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
Raymond TEICHER	Pilot	28	Commercial	78	4,120	Minor

## 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

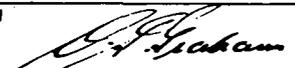
Regulation or Order No.	Nature of contravention

## RELEVANT EVENTS

The weather was fine with a light breeze and occasional slight turbulence. The pilot, who held a first-class agricultural rating, made preliminary inspections of the area both from the ground and from the air, but did not accurately establish the position of overhead wires and other features. He decided on a broad spraying plan which he intended to develop as the operation progressed. The main section of the undulating terrain was treated by making runs in a single direction during which the aircraft passed beneath a primary power line approximately 40 feet above ground level. The pilot then commenced a run in the opposite direction to cover a small section which remained. While on the approach to this final run the pilot selected a fence as the point at which he could begin his climb away. He believed he would then have passed safely below both the primary power line and a spur line which ran to a nearby house. The spur line was in fact some 90 feet beyond the fence and as the aircraft climbed away it struck the wire and became inverted. After continuing out of control for a short distance the aircraft struck a group of telephone wires then continued on its descending path and made violent contact with a road. There was no outbreak of fire and the pilot was able to release himself from the wreckage.

## OPINION AS TO CAUSE

The cause of the accident was that the pilot did not make an adequate preliminary inspection of the area to be treated.

Report approved  (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 22.3.1971
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## 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".