

COMMONWEALTH OF AUSTRALIA-BUREAU OF AIR SAFETY INVESTIGATION  
AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORTREFERENCE NO.  
SI/821/1018

## 1. LOCATION OF OCCURRENCE

40 km northwest of Adavale, Qld.

Elevation: 900 feet

Date: 30.3.82

Time: 1040 hours (approx)

Zone: EST

## 2. THE AIRCRAFT

Make and Model: Cessna 172M

Registration: VH-IQY

Certificate of Airworthiness: Issued on 21.5.74

Certificate of Registration Issued to:

Milo Pastoral Company Limited,  
Milo Station,  
Adavale, Qld.

Operator:

Milo Pastoral Company Limited,  
Milo Station,  
Adavale, Qld.

Degree of Damage to Aircraft: Destroyed

Other Property Damaged: Nil

Defects discovered:

Nil

## 3. THE FLIGHT

Departure Point: Milo Station

Time of departure: 0940 hours  
(approx)

Destination: Milo Station

Purpose of flight: Cattle mustering

Class of Operation: Private

## 4. THE CREW

Name	Status	Age	Class of Licence	Hours on Type	Total Hours	Degree of Injury
Ross Norman FIELD	Pilot	21	Commercial	31	188	Fatal
Charles Peter YOUNG	Spotter	58	Nil	-	-	Fatal

## 5. OTHER PERSONS (ALL PASSENGERS AND PERSONS INJURED ON GROUND)

Name	Status	Degree of Injury

## 6. RELEVANT EVENTS

The pilot had gained his commercial pilot licence in July 1981 but flew on only four occasions during the next eight months. He then gained employment at Milo Station and, being aware that he would be required to carry out cattle mustering flights, arranged a brief period of low flying training with an experienced agricultural pilot. As the check pilot had no experience at cattle mustering, training was limited to general manoeuvring at a height of 200 feet. The pilot commenced flying for Milo Station on 24.3.82 and up until 30.3.82 had gained some nine hours mustering experience.

The station manager, Mr Young, had employed pilots who were not trained or approved for cattle mustering on a number of occasions. He would then instruct them as to the manner he wished the aircraft to be manoeuvred during mustering flights. Although he had never held a pilot licence, the manager was familiar with aerial mustering as he normally flew in the aircraft, directing operations and maintaining communications with stockmen on the ground by means of a portable radio. To move cattle from beneath trees, he would instruct the pilot to dive the aircraft steeply to tree-top level, then pull up into a steep climb and carry out a wing-over turn into the next dive. Mr Field complied with his employer's instructions, although he was reported to have subsequently stated that, on a number of occasions, he had almost stalled the aircraft during the wing-over turns.

Weather conditions at Milo Station on the morning of 30.3.82 were suitable for aerial mustering operations; the surface wind was a light southeasterly, there was a broken cloud cover at an altitude of about 3500 feet but visibility was unrestricted except in isolated rain showers in the area. VH-IQY was working, in conjunction with a number of stockmen on horses or motorcycles, to muster cattle some 20 km northwest of the station homestead. At about 1040 hours, the aircraft made a number of steep dives to tree-level, apparently to move cattle adjacent to a creek. After the last dive, it was observed to pull up to an estimated height of 400 feet, then stall and dive to the ground. It impacted at an angle of about 73 degrees and broke apart. The main wreckage bounced 28 metres and came to rest against trees. The fuel tanks were ruptured but the spilled fuel did not catch fire.

Subsequent investigation found no evidence of pre-existing mechanical defect or malfunction. There was no evidence of pilot incapacitation.

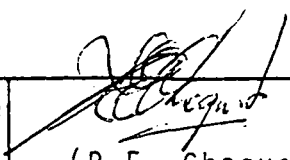
## 7. RELEVANT FACTORS

1. The operator employed a pilot for his cattle mustering who was not trained or qualified for the operation.
2. The pilot accepted the employment.
3. The operator instructed the pilot to muster cattle in a manner which required maximum aircraft manoeuvring performance and high pilot skill, and which, at the low height involved, left no margin of safety.
4. The pilot complied with the operator's instruction, thereby abrogating his command responsibility for the safe operation of the aircraft.

7. RELEVANT FACTORS (CONT'D)

5. The pilot lost control of the aircraft at too low a height to permit recovery.

Approved for publication under the provisions of Air Navigation Regulation 283(1)

  
(P.E. Choquenot)

Director

Date:

19.7.83