

1. LOCATION OF OCCURRENCE

5 miles north-west of Proserpine, Queensland.

Height a.m.s.l. (ft)

90 feet

Date

3.4.69

Time (Local)

1215

Zone

EST

2. THE AIRCRAFT

Type and Model	Registration	Certificate of Airworthiness	Valid from	Valid to
PA.25-235 "Pawnee"	VH-TSI		5.11.65	4.11.74
Registered Owner Agricultural Aviation Pty. Ltd., Airport, Archerfield, Queensland.	Operator Agricultural Aviation Pty. Ltd., Airport, Archerfield, Queensland.	Degree of damage to aircraft Destroyed		
Defects discovered		Other property damaged Two power transmission cables		

3. THE FLIGHT

Last or intended departure point	Time of departure	Next point of intended landing	Purpose of flight	Class of operation
Agricultural Strip	1200	Point of Departure	Agricultural Spraying	Aerial Work

4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Michael Butler LANG	Pilot	31	Commercial	1272 hours	3863 hours	Nil

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

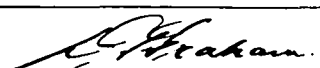
Regulation or Order No.	Nature of contravention

7. RELEVANT EVENTS

With unrestricted visibility and a wind varying between 5 and 15 knots the pilot planned to spray three sugar cane fields in the one flight. After spraying a supposedly 28 acre field, he found he had used spray equivalent to only 21 acres. When no additional area was indicated by the ground markers he proceeded to the second field one-half mile distant and made an aerial inspection, noting all obstructions. Then, to reduce the aircraft's load he sprayed the third field which was obstruction free and located one half mile distant from the second field. He returned to the second field after approximately ten minutes, descended and lined up for the first spraying run. The pilot was conscious of a power line to the south of his intended run but forgot the existence of a north-south power line. When he saw the line he applied power to the aircraft and endeavoured to fly over it, but two cables caught on the aircraft's tail strut. One cable broke but the second arrested the aircraft, which crashed into the cane, where it was destroyed by fire.

8. OPINION AS TO CAUSE

The cause of the accident was that the pilot did not maintain the high degree of vigilance necessary when carrying out agricultural operations at a low height and in the presence of obstructions.

Report approved  (D. S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 4.12.69
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