

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.
AS/692/1052

1. LOCATION OF OCCURRENCE

10 miles north west of Scone, New South Wales	Height a.m.s.l. (ft) 2,300 feet	Date 22.10.69	Time (Local) 1530	Zone EST
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2. THE AIRCRAFT

Make and Model Cessna 180C	Registration VH-BBN	Certificate of Airworthiness	Valid from 2.2.65	Valid to 1.2.74
Registered Owner Pay and Williamson Pty. Ltd., P.O. Box 158, Scone, N.S.W.	Operator Pay and Williamson Pty. Ltd., P.O. Box 158, Scone, N.S.W.	Degree of damage to aircraft Destroyed		
Defects discovered		Other property damaged Nil		

3. THE FLIGHT

Last or intended departure point Agricultural Strip	Time of departure 1515	Next point of intended landing Point of departure	Purpose of flight Superphosphate 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
Robert Graham MINSHALL	Pilot	25	Commercial	470	653	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury

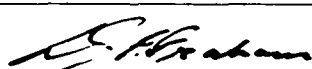
6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention

7. RELEVANT EVENTS

The aircraft was engaged in superphosphate spreading in hilly country and, after commencing operations at approximately 1400 hours, had completed seven sorties. The runs were made in predominantly easterly and westerly directions and the eastern end was close to the main north-south ridge of the Brawboy Range. The aircraft had been observed turning at the eastern end of the runs by proceeding out through gaps in the ridge and then returning across the crest of the range to spread in a westerly direction. At the termination of the last completed run to the east the aircraft was seen to pull up high and turn inside the face of the ridge before descending and disappearing from the view of the witness. Smoke was seen to rise from the area immediately and the burning wreckage was sighted shortly afterwards by searching aircraft.
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8. OPINION AS TO CAUSE

It is probable that the pilot lost control of the aircraft during a turn and recovery could not be effected in the height available. It has not been possible from the evidence available to determine the reason for loss of control.		
Report approved  (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 11.11.1970