COMMONWEALTH OF AUSTRALIA
DEPARTMENT OF CIVIL AVIATION

1. LOCATION OF OCCURRENCE

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.
AS/693/1033

				Height a.m	ارs,l. (ft)	Date	Time (Lo	col)	Zone	
Greendale, 4 miles north east of Ballan,			Victoria,		1350 feet		1010		EST	
2. THE AIRCRAFT				<u> </u>			, I.			
Make and Model		Registratio	on .	Certi	ficate of	Valid from	٧	alid to		
Piper PA25/150		VH-FAP		Airw	orthiness	28.4.65 27.4.74		<u> </u>		
Registered Owner		Operator				Degree of dama	ge to aircraf	t		
Field Air (Ballarat) Pty. Ltd.,				rat) Pty. Ltd.,		Destroyed				
P.O. Box 228,			Box 228,				Other property damaged			
Ballarat, Victoria.		Ballarat, Victoria.				Nil				
Defects discovered										
Nil										
							•			
		· · · · · ·				``				
3. THE FLIGHT	Time of departure	Neute			D(1):		Cl (.			
Last or intended departure point	ost or intended departure point Time of departure		Next point of intended		landing Purpose of fligh		ight Class of a		peration	
Ballarat Aerodrome 0950		Ballarat Aero		drome Weed Spr		raying	Aer	Aerial Work		
. THE CREW	<u></u>				l	 · - · · · · · · · · · · · · · · · ·	.L	_		
Name	Status	Age	Class o	f licence	Hours on type	Total hours		egree of inj		
TVG.IIC	3.0.03	Age	2.033 0		170013 On Type	Torus mours		· ·	0.7	
George Patrick	Pilot	29	Comm	ercial	190 hours	1533 hours	S	erious		
Coverdale WARBURTON	1 2.00			.010141	Too Mould	1000110411		022000		
5. OTHER PERSONS (All pass	engers and person	s injured o	n around)		L	L	 			
Name	Status	Degree of			Name	S	otus	Degree	of injury	
			,				0.03	- Jugitor	,	
						l l		1		
	·									
	·									
6. CONTRAVENTIONS OF RE	GULATIONS AND	ORDERS							<u>.</u>	
6. CONTRAVENTIONS OF REC	GULATIONS AND	ORDERS		Nature of co	ontrovention				<u> </u>	
	GULATIONS AND	ORDERS		Nature of co	ontrovention				· · · · · · · · · · · · · · · · · · ·	
	GULATIONS AND	ORDERS		Nature of co	ontrovention				<u> </u>	
	GULATIONS AND	ORDERS		Nature of co	ontrovention				·	
	GULATIONS AND	ORDERS		Nature of co	ontravention				-	
	GULATIONS AND	ORDERS		Nature of co	ontrovention				<u>.</u>	
	GULATIONS AND	ORDERS		Nature of co	ontrovention					
	GULATIONS AND	ORDERS		Nature of co	ontravention				· · · · · · · · · · · · · · · · · · ·	
Regulation or Order No. RELEVANT EVENTS									·	
RELEVANT EVENTS The pilot planned a spraying	ng run which in	volved c		ridge bel	ow a power					
RELEVANT EVENTS The pilot planned a sprayir and passing between two tr	ng run which invecs 54 feet apa	volved cr	as necess	ridge bela ary also t	ow a power to climb st	eeply to cle	ear other	r trees s	situate	
RELEVANT EVENTS The pilot planned a sprayir and passing between two trees 280 feet beyond the ridge.	ng run which invees 54 feet apa Having comple	volved cr	as necess run, the p	ridge bela ary also t	ow a power to climb st sed that his	eeply to cle s attention	ear other had been	r trees s a so cond	situate centra	
RELEVANT EVENTS The pilot planned a sprayir and passing between two tr 280 feet beyond the ridge. ed on the obstructions that	ng run which inv ees 54 feet apa Having comple he was not con	volved cr rt. It w eted the 1	as necess run, the p at he had	ridge bel ary also t ilot reali achieved	ow a power to climb st sed that his full covera	eeply to closs attention ge and he t	ear other had been herefore	r trees s so conc e decide	situate centra d that	
RELEVANT EVENTS The pilot planned a sprayir and passing between two tr 280 feet beyond the ridge, ed on the obstructions that he should make another run	ng run which invecs 54 feet apa Having comple he was not con n across the ric	volved cart. It weted the affident the	as necess run, the p at he had reciproca	ridge bel ary also ilot reali achieved il track.	ow a power to climb st sed that his full covera Upon pass	eeply to cle attention ge and he t ing the tree	ear other had been herefore es on the	r trees s so conc e decide approa	situate centra d that ch in	
RELEVANT EVENTS The pilot planned a sprayir and passing between two tr 280 feet beyond the ridge, ed on the obstructions that he should make another ruthis direction, a rapid loss	ng run which invees 54 feet apa Having comple he was not con n across the ric s of height was	volved cart. It we ted the affident the dege on a necessar	as necess run, the p at he had reciproca ry to spra	ridge beloary also to ilot realisachieved al track.	ow a power to climb st sed that his full covera Upon pass slope to the	eeply to cle attention ge and he t ing the tree aridge and	ear other had been herefore es on the to ensur	r trees so conce decide approa	situate centra d that ch in ance	
RELEVANT EVENTS The pilot planned a sprayir and passing between two tr 280 feet beyond the ridge, ed on the obstructions that he should make another ruthis direction, a rapid loss from the overhead wire.	ng run which invees 54 feet apa Having comple he was not con n across the ric s of height was The pilot achiev	volved cr rt. It w eted the r fident th dge on a necessar	as necess run, the p at he had reciproca ry to spra ect sprayi	ridge beldary also dilot realisachieved al track. y up the song height	ow a power to climb st sed that his full covera Upon pass slope to the when withi	eeply to closs attention ge and he ting the tree ridge and n 100 feet	ear other had been herefore es on the to ensur or so of	r trees of so conce decide approare clears	situate centra d that ch in ance se	
RELEVANT EVENTS The pilot planned a sprayir and passing between two tr 280 feet beyond the ridge. ed on the obstructions that he should make another ruthis direction, a rapid loss from the overhead wire. The but was unable to simultaneous control of the contro	ng run which invees 54 feet apa Having comple he was not con n across the ric s of height was The pilot achiev eously align the	volved cr rt. It w eted the ra fident th dge on a necessar ved corre	as necess run, the p at he had reciproca ry to spra ect sprayi t for the r	ridge beloary also to ilot realisachieved of track. y up the song height	ow a power to climb sta sed that his full covera Upon pass slope to the when withi e right win	eeply to cle s attention ge and he t ing the tree ridge and n 100 feet g struck of	ear other had been herefore es on the to ensur or so of ne of the	r trees of a so conde decide approare clears the ridg trees.	situate centra d that ch in ance se The	
RELEVANT EVENTS The pilot planned a sprayir and passing between two tr 280 feet beyond the ridge. ed on the obstructions that he should make another ruthis direction, a rapid loss from the overhead wire. The but was unable to simultant leading edge was extensive	ng run which invees 54 feet apa Having comple he was not con n across the ric s of height was The pilot achiev eously align the	volved cr rt. It weted the refident the dge on a necessaryed correct e aircraft	as necess run, the p at he had reciproca ry to spra ect sprayi t for the r ot closed t	ridge beloary also to achieved al track. y up the song height run and the throttl	ow a power to climb st sed that his full covera Upon pass slope to the when withi e right win e in an atte	eeply to cless attention ge and he ting the trees ridge and n 100 feet g struck or empt to lan	ear other had been herefore es on the to ensur or so of he of the d ahead.	r trees a so conce decide approare clear; the ridg trees.	situate centra d that ch in ance se The	
RELEVANT EVENTS The pilot planned a sprayir and passing between two tr 280 feet beyond the ridge, ed on the obstructions that he should make another ruthis direction, a rapid loss from the overhead wire. The but was unable to simultant leading edge was extensive the aircraft entered an unc	ng run which invees 54 feet apa Having comple he was not con n across the ric s of height was The pilot achiev eously align the	volved cart. It we ted the a fident the dige on a necessaryed correct aircraft the piloto the right.	as necess run, the p at he had reciproca ry to spra ect sprayi t for the r ot closed t ght and, aft	ridge beloary also dilot realisachieved al track. y up the song height run and the throttleer passir	ow a power to climb steed that his full covera Upon passelope to the when withing in an attent of through the control of through the control of the control	eeply to cless attention ge and he ting the tree ridge and in 100 feet g struck or empt to lanthe top of a	ear other had been hereforces on the to ensur or so of the dahead.	r trees so conce decide e approare clears the ridg trees. Howeveree, str	situate centra d that ch in ance se The er, ruck	
RELEVANT EVENTS The pilot planned a sprayir and passing between two tr 280 feet beyond the ridge, ed on the obstructions that he should make another ruthis direction, a rapid loss from the overhead wire. The but was unable to simultand leading edge was extensive the aircraft entered an unce the bank of a creek almost	ng run which inveces 54 feet apa Having complete he was not contain across the rices of height was The pilot achieve eously align the ly damaged and controlled turn to inverted and in	volved cart. It we ted the a necessaryed correct aircraft the piloto the right a steep	as necess run, the p at he had reciproca ry to spra ect sprayi t for the r ot closed t ght and aft nose dow	ridge belary also filot realisachieved al track. y up the song heighten and the throttle ar passire attitude	ow a power to climb streed that his full covera Upon pass slope to the when withing e in an attempt through the control of the	eeply to cless attention age and he to ridge and in 100 feet ag struck or empt to land the top of a bke out on its struck or experience.	ear other had been hereforces on the to ensur or so of the dahead. nother t mpact a	r trees a so conde decide approare clearathe ridg trees. Howevere, str	situate central d that ch in ance ce The er, cuck ough	
RELEVANT EVENTS The pilot planned a sprayir and passing between two tr 280 feet beyond the ridge, ed on the obstructions that he should make another ruthis direction, a rapid loss from the overhead wire. Thus was unable to simultant leading edge was extensive the aircraft entered an unce the bank of a creek almost the pilot received a blow of	ng run which invees 54 feet apa Having complethe was not contact across the rices of height was The pilot achieveously align the ly damaged and controlled turn to inverted and in the helmet where	volved cr rt. It we ted the re fident the dge on a necessary ved corre a aircraft the pilo to the rig a a steep nich mon	as necess run, the p at he had reciproca ry to spra ect sprayi t for the r ot closed t ght and aft nose dow nentarily s	ridge belary also filot realisachieved al track. y up the song heighten and the throttle ar passire attitude	ow a power to climb streed that his full covera Upon pass slope to the when withing e in an attempt through the control of the	eeply to cless attention age and he to ridge and in 100 feet ag struck or empt to land the top of a bke out on its struck or experience.	ear other had been hereforces on the to ensur or so of the dahead. nother t mpact a	r trees and so condended decided approate clears the ridge trees. Howeveree, structured, although alt	situate centra d that ch in ance ce The er, cuck ough	
RELEVANT EVENTS The pilot planned a sprayir and passing between two tr 280 feet beyond the ridge, ed on the obstructions that he should make another ruthis direction, a rapid loss from the overhead wire. The but was unable to simultand leading edge was extensive the aircraft entered an unce the bank of a creek almost	ng run which invees 54 feet apa Having complethe was not contact across the rices of height was The pilot achieveously align the ly damaged and controlled turn to inverted and in the helmet where	volved cr rt. It we ted the re fident the dge on a necessary ved corre a aircraft the pilo to the rig a a steep nich mon	as necess run, the p at he had reciproca ry to spra ect sprayi t for the r ot closed t ght and aft nose dow nentarily s	ridge belary also filot realisachieved al track. y up the song heighten and the throttle ar passire attitude	ow a power to climb streed that his full covera Upon pass slope to the when withing e in an attempt through the control of the	eeply to cless attention age and he to ridge and in 100 feet ag struck or empt to land the top of a bke out on its struck or experience.	ear other had been hereforces on the to ensur or so of the dahead. nother t mpact a	r trees and so condended decided approate clears the ridge trees. Howeveree, structured, although alt	situate central d that ch in ance ce The er, cuck ough	

Assistant Director-General

(Air Safety Investigation)

11.2.70

Papert approved

selected an unsuitable path for a spray run.

🕶 · (D,S,GRAHAM)

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".