

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.
AS/701/1034

1. LOCATION OF OCCURRENCE

17 miles north-west of Ingham, Queensland.	Height a.m.s.l. (ft) 100 feet	Date 9.10.70	Time (Local) 1040	Zone EST
--	----------------------------------	-----------------	----------------------	-------------

2. THE AIRCRAFT

THE AIRCRAFT				
Make and Model Piper PA25-235	Registration VH-KLT	Certificate of Airworthiness	Valid from 20.12.66	Valid to 19.12.75
Registered Owner Les Keys Aviation Pty. Ltd., P.O. Box 376, Dalby, Queensland.	Operator Les Keys Aviation Pty. Ltd., P.O. Box 376, Dalby, Queensland.	Degree of damage to aircraft Destroyed		
		Other property damaged Cane, maize crops		
Defects discovered				

3. THE FLIGHT

Last or intended departure point Ingham	Time of departure 1020	Next point of intended landing Ingham	Purpose of flight Agricultural Spraying	Class of operation Aerial Work
--	---------------------------	--	--	-----------------------------------

4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Bruno CATTONI	Pilot	38	Commercial	120	560	Serious

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
ANR 50(1)(b)	The pilot flew an aerial work aircraft in agricultural operations when his licence had not been endorsed with an agricultural rating.

7. RELEVANT EVENTS

The pilot was manager-agent for an agricultural company. His commercial licence carried an endorsement for the aircraft type, but he did not hold an agricultural rating. He regularly carried out ferry, inspection and spray calibration flights in this aircraft and he had completed some preliminary training towards an agricultural rating. The rated pilot who normally carried out the spraying operations for the company was on vacation. On the evening before the accident the pilot accepted a telephoned request from a farmer to inspect an area of cane to determine its suitability for spraying. On the following morning the pilot loaded the aircraft with chemical and flew to the canefield where the farmer was working. After a superficial inspection of the area he commenced spraying. On the first run the aircraft entered the top of the cane crop. The pilot was unable to regain control and the aircraft crashed into an adjacent field. Fire broke out immediately and the aircraft was destroyed. The pilot suffered severe burns.

8. OPINION AS TO CAUSE

The cause of the accident was that the pilot, who was not qualified for agricultural operations, attempted an operation which was beyond his competence.

Report approved  (D.S. Graham)	Designation Assistant Director-General (Air Safety Investigation)	Date 11.5.71
--	---	-----------------