

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/702/1049

1. LOCATION OF OCCURRENCE

21 miles south-east of Mudgee, New South Wales	Height a.m.s.l. (ft) 1150 feet	Date 31.7.70	Time (Local) 0802	Zone EST
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THE AIRCRAFT

Make and Model Fletcher FU 24-A	Registration VH-CRQ	Certificate of Airworthiness	Valid from 15.9.67	Valid to 14.9.76
Registered Owner Westair Aviation Service Pty. Ltd., P.O. Box 172, Coonabarabran, N.S.W.	Operator Westair Aviation Service Pty. Ltd., P.O. Box 172, Coonabarabran, 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 0800	Next point of intended landing Point of Departure	Purpose of flight Superphosphate Spreading	Class of operation Aerial Work
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THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Phillip Milton TRIMMER	Pilot	23	Commercial	489	910	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

RELEVANT EVENTS

The pilot had completed three flights, consisting of a boundary survey flight followed by two spreading sorties. The weather was clear and calm and the temperature approximately 40°F. The third spreading sortie was to be flown over a paddock of irregular shape, about 1 mile long and 300 feet wide, oriented north-west south-east. The paddock was bisected by a line of trees beyond which the ground sloped gently upwards towards a low hill located beyond the south eastern boundary. A witness standing near the north western boundary of the paddock watched the aircraft as it began spreading in a south easterly direction and then lost sight of it. Approximately one half minute later the sound of the engine ceased abruptly followed closely by a heavy impact. The aircraft was found to have struck the ground while in a nose down attitude of some 22 degrees with the right wing slightly low and at a location consistent with the aircraft having completed its spreading run and turning to commence its next run. The impact marks indicate that the aircraft was skidding to the right. The hopper doors were in the dump position and portion of the load had been jettisoned immediately before impact. The aircraft came to rest facing in a south westerly direction some 53 feet from the initial impact point. There was no fire.

8. OPINION AS TO CAUSE

The cause of the accident has not been determined but a likely explanation is that the particular turning technique employed by the pilot did not allow a safe margin of control.

Report approved

 (D.S. GRAHAM)Designation
Assistant Director-General
(Air Safety Investigation)Date
4.5.1971