

## 1. LOCATION OF OCCURRENCE

Seven miles east of Euroa, Victoria.	Height a.m.s.l. (ft) 1750 feet	Date 16.2.70	Time (Local) 1355	Zone EST
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## 2. THE AIRCRAFT

Type and Model Piper PA25-235 "Pawnee"	Registration VH-FAO	Certificate of Airworthiness	Valid from 18.11.66	Valid to 17.11.75
Registered Owner Field Air (Ballarat) Pty. Ltd., P.O. Box 228, Ballarat, Victoria.	Operator Field Air (Ballarat) Pty. Ltd., P.O. Box 228, Ballarat, Victoria.	Degree of damage to aircraft Destroyed		
Defects discovered		Other property damaged 250 acres burnt out		

## 3. THE FLIGHT

Last or intended departure point Benalla Aerodrome	Time of departure 1330	Next point of intended landing "Enderlee" Airstrip	Purpose of flight Agricultural Positioning	Class of operation Private
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## 4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Alan John McNAUGHTON	Pilot	37	Commercial	3908 hours	6956 hours	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

After completing spreading operations in the Mansfield area during the morning the pilot returned to Benalla and refuelled the aircraft before going home at 1150 hours for lunch. The wind throughout the area on the day was from the south-west at a speed in excess of twenty knots. At 1330 hours the aircraft was observed to take-off and headed towards the destination airstrip 28 miles to the south west. The aircraft proceeded in a generally south-westerly direction and to the right of a direct track to its destination, over hilly country known to the pilot and rising to about 2,000 feet. At 1350 hours the aircraft was seen east of Euroa flying south westerly over lower and level terrain at a height of about 2,000 feet. It continued for two miles on this heading before it made shallow and medium turns and flew in an easterly direction toward rising ground. In a level attitude and with the engine apparently operating normally, the aircraft struck a gently rising hill at a point 20 feet below the crest. The aircraft bounced 112 feet and came to rest inverted and caught fire. The medical evidence does not provide any basis to suggest that the pilot suffered incapacitation before the accident.

## 8. OPINION AS TO CAUSE

It has not been possible to determine the cause of the accident.

Report approved <i>(D.S. GRAHAM)</i>	Designation Assistant Director-General (Air Safety Investigation)	Date 27.8.1970
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## 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".