

## AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.  
AS/693/1052

## 1. LOCATION OF OCCURRENCE

4 miles north west of Hawkesdale, Victoria	Height a.m.s.l. (ft) 600 feet	Date 29.11.69	Time (Local) 1900	Zone EST
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## 2. THE AIRCRAFT

Make and Model Piper PA25-235 "Pawnee"	Registration VH-MCE	Certificate of Airworthiness	Valid from 14.7.65	Valid to 13.7.74
Registered Owner Farmair Pty. Ltd., Tinamba, Victoria.	Operator A.G. Airwork Pty. Ltd., 122 Napier Street, Stawell, Victoria.	Degree of damage to aircraft Destroyed		
		Other property damaged S.E.C. power lines		
Defects discovered				

## 3. THE FLIGHT

Last or intended departure point Agricultural Strip	Time of departure 1830	Next point of intended landing Point of departure	Purpose of flight Crop Spraying	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
Kenneth Charles BLAIR	Pilot	33	Commercial	6 hours	2560 hours	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

## 7. RELEVANT EVENTS

The aircraft was operating from a strip aligned north and south and located in flat, open, grass covered terrain. The approaches to the strip were good but 1350 feet south of the southern threshold a power line 30 feet high and supported on wooden poles ran at right angles to the approach path. After completing the spraying of an oat crop which was situated about one mile to the south west of the strip, the pilot was approaching from the south for his third and last landing for the day. The aircraft was observed to be flying at a low level for a considerable distance before the undercarriage legs struck the power line, some 70 feet to the left of one of the supporting poles. The lines stretched, retarding the aircraft which pitched down until one wire snapped and the second slipped clear of the undercarriage. The aircraft struck the ground in a vertical nose down attitude 105 feet beyond the point of impact with the wire, then fell on to its back and slid inverted for 25 feet. On impact with the ground the forward fuselage collapsed and burst into flames which spread rapidly. The pilot was trapped in the cockpit for several minutes until the nearest witnesses, who were one half mile away were able to reach the scene. The aircraft tail had to be physically lifted and the pilot's harness released before he could be dragged clear of the wreck.

## 8. OPINION AS TO CAUSE

The cause of the accident was that the pilot flew the aircraft at an unnecessarily low height.

Report approved



(D.S. GRAHAM)

Designation  
Assistant Director-General  
(Air Safety Investigation)Date  
3.7.1970

## 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 cowlings, 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".