

1. LOCATION OF OCCURRENCE

Hobby's Yards, 10 miles south-east of Blayney,
New South Wales.

Height a.m.s.l.

3250 feet

Date

22.1.73

Time (Local)

0750

Zone

ESuT

2. THE AIRCRAFT

Make and Model Cessna 180G	Registration VH-DJT	Certificate of Airworthiness	Valid from 1.6.65	Valid to 31.5.74
Registered Owner Hazelton Air Services Pty. Ltd., Cudal, New South Wales.	Operator Hazelton Air Services Pty. Ltd., Cudal, New South Wales.	Degree of damage to aircraft Destroyed		
		Other property damaged Nil		
Defects discovered Nil				

3. THE FLIGHT

Last or intended departure point Hobby's Yards	Time of departure 0748	Next point of intended landing Point of Departure	Purpose of flight Fertilizer Spreading	Class of operation Aerial Work
---	---------------------------	--	--	-----------------------------------

4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Thomas William TYERS	Pilot	26	Commercial	1000	1500	Fatal

5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury

6. RELEVANT EVENTS

Early in the day the pilot flew the aircraft from Bathurst to an airstrip on a property at Hobby's Yards arriving at about 0630 hours. In conjunction with the pilot of another aircraft operating from the same airstrip it was planned to spread superphosphate on a lightly timbered, relatively flat area. The weather was fine, the wind was calm and the visibility was unrestricted.

Mr. Tyers commenced spreading operations at about 0715 hours and four flights were completed, each with a load of approximately 1,000 lb. of superphosphate. A similar quantity of superphosphate was then loaded into the hopper for the next flight.

The aircraft took off in a westerly direction and turned right as before to proceed northward to the nearby spreading area. This flight path entailed flying across a line of widely spaced green gum trees, generally about 40 feet high, aligned east-west and situated outside the spreading area. As the aircraft crossed this line of trees it struck the upper limbs of a dead tree which extended some 30 feet above the general height of the green gums. The aircraft crashed to the ground in a steep nose-down attitude, 240 feet beyond the dead tree.

7. OPINION AS TO CAUSE

The cause of the accident has not been determined but it is evident that the aircraft was being operated in a situation where low level flight and the presence of obstructions demanded a high degree of pilot vigilance.

Report released

FRANK E. YEEND

Designation

Assistant Director-General
(Air Safety Investigation)

Date

10.4.74