COMMONWEALTH OF AUSTRALIA
DEPARTMENT OF CIVIL AVIATION

## AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/691/1001

1. LOCATION OF OCCURRE	NCE	<u>, , , , , , , , , , , , , , , , , , , </u>		_ <del></del>		1	<del></del>	
	0	aland	Height a.r	l l	Dote 4.1.69	Time (Local) 0630	EST	
5 miles south-east of St.	island,	650 fee	:	4.1.09	0630	ESI		
Z. THE AIRCRAFT		To the state of	<del></del>	- <del></del>	Valid from	Valid to		
Make and Model Piper PA25-150	Registration VH-SCL			rificate of vorthiness	13.5.65	12.5.74		
Registered Owner		Operator G. P. Morris,				gree of damage to aircraft		
G.P. Morris,					Substantial			
"Araluen",	"Araluen",			Other property demaged Electric Power				
St. George, QLD.	·	St. George, QLD.			Transmission Cable Broken			
Defects discovered								
		• .						
Nil								
							•	
			<u> </u>					
3. THE FLIGHT								
Last or intended departure point	Time of departure	Next point of in	ntended landing	Purpose of fli	•	Class of operation		
Private strip on	0625	Point of Do	Point of Departure   Cotton Spraying   Private		Private			
owner's property				<u></u>				
4. THE CREW								
Name	Status	Age C	lass of licence	Hours on type	Total hours	Degree	of injury	
Graham Petersen	Pilot	27 F	Private	16 hours	500 hours	Nil		
MORRIS	FILOC		Tivate	10 nours	500 Hours	1411		
MORNIS				1				
5. OTHER PERSONS (All pas	sengers and person	s injured on grou	ind)			·		
Name	Status	Degree of injury	1	Name	Sı	atus De	gree of injury	
			·					
						]		
		-			1			
6. CONTRAVENTIONS OF RE	EGULATIONS AND	ORDERS						
Regulation or Order No.			Nature of	contravention				
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7. RELEVANT EVENTS  The pilot, who was not to own property. He was a separate power line arraseparated by 220 feet at being 26 feet high and the before spraying, as he was line of the first spraying then immediately common southern-most power line.	attempting a spr ays to the north the points at wh he other 18 feet l was familiar wit g run and he app enced a descent	aying run from of the paddock nich they cross high. The piloth the area. Horoached from to spraying le	n the north in x. The two a sed the flight ot did not male the believed the the north with evel. The lar	nto the south rrays converged, the o ke an examinat the wires the adequate ading gear a	h which requerged to the closer to ination for parting were only clearance of the clearance	uired passage east but we the paddoctorsible obsidered aparaver the lower contacted wi	ge over re k truction t on the er wires th	
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The cause of the accident was that the pilot did not adequately inspect the area and note the location of

(D.S. GRAHAM)

Assistant Director-General (Air Safety Investigation)

Date

5.5.1970

CA 149

Report approved

obstructions.