

1. LOCATION OF OCCURRENCE

5 miles south-east of St. George, Queensland.	Height a.m.s.l. (ft) 650 feet	Date 4.1.69	Time (Local) 0630	Zone EST
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2. THE AIRCRAFT

Make and Model Piper PA25-150	Registration VH-SCL	Certificate of Airworthiness	Valid from 13.5.65	Valid to 12.5.74
Registered Owner G. P. Morris, "Araluen", St. George, QLD.	Operator G. P. Morris, "Araluen", St. George, QLD.	Degree of damage to aircraft Substantial		
Defects discovered Nil		Other property damaged Electric Power Transmission Cable Broken		

3. THE FLIGHT

Last or intended departure point Private strip on owner's property	Time of departure 0625	Next point of intended landing Point of Departure	Purpose of flight Cotton Spraying	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
Graham Petersen MORRIS	Pilot	27	Private	16 hours	500 hours	Nil

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 pilot, who was not the holder of an Agricultural Pilot rating, was about to spray a cotton field on his own property. He was attempting a spraying run from the north into the south which required passage over two separate power line arrays to the north of the paddock. The two arrays converged to the east but were separated by 220 feet at the points at which they crossed the flight path, the one closer to the paddock being 26 feet high and the other 18 feet high. The pilot did not make an examination for possible obstructions before spraying, as he was familiar with the area. He believed that the wires were only 40 feet apart on the line of the first spraying run and he approached from the north with adequate clearance over the lower wires then immediately commenced a descent to spraying level. The landing gear assemblies contacted with southern-most power line and the aircraft nosed down and decelerated sharply. Impact with the ground, with virtually no forward velocity, was made on the nose and undercarriage, which collapsed. The aircraft came to rest upright, 150 feet beyond the point of contact with the power line and there was no fire.

8. OPINION AS TO CAUSE

The cause of the accident was that the pilot did not adequately inspect the area and note the location of obstructions.

Report approved <i>G. P. Morris</i> (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 5.5.1970
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