

## 1. LOCATION OF OCCURRENCE

13 miles north of Kununurra, Western Australia.	Height a.m.s.l. (ft) 180 feet	Date 30.1.69	Time (Local) 1002	Zone WST
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## 2. THE AIRCRAFT

Make and Model Callair A9A	Registration VH-MPF	Certificate of Airworthiness	Valid from 20.11.64	Valid to 19.11.73
Registered Owner Ord River Crop Control Pty. Ltd., Mitchell Street, Darwin, Northern Territory.	Operator Ord River Crop Control Pty. Ltd., P.O. Box 72, Kununurra, Western Australia.	Degree of damage to aircraft Substantial		
Defects discovered		Other property damaged Dodge Utility Truck WY-356		

## 3. THE FLIGHT

Last or intended departure point Farm Hill	Time of departure 0958	Next point of intended landing Farm Hill	Purpose of flight Agricultural Spraying	Class of operation Aerial Work
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## 4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Gary John MEXTED	Pilot	21	Commercial	89 hours	758 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

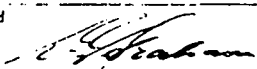
Regulation or Order No.	Nature of contravention
A.N.O. 40.6.6.2	Being an Agricultural Pilot Class 2, the pilot engaged in agricultural operations without being under the direct supervision of an approved agricultural pilot.

## 7. RELEVANT EVENTS

A farmer requested that a pre-notified weed spraying operation be carried out urgently. The pilot briefed the markers on the swathe width only and gave them a sketch map of the area to be sprayed. When airborne, the pilot found that the markers had taken up position in the wrong paddock. The aircraft was landed back at Farm Hill and instructions given to re-direct the markers. Arriving back at the spraying site the pilot saw one marker in position and commenced his spray run over him. At the other end of the field the farmer, who was an experienced marker, left his utility truck at the end of the paddock and stood in front of it to mark for the runs. As the aircraft, flying with its wheels about 18 inches above the ground approached, the farmer moved rapidly to the right of the flight path. The aircraft continued straight ahead and as it commenced to climb at the end of the run its starboard wheel struck the door of the vehicle. The wheel rim, tyre and tube were dislodged and later, while landing at Kununurra aerodrome, the starboard undercarriage collapsed and further damage occurred.

## 8. OPINION AS TO CAUSE

The cause of the accident was that the pilot, who was inexperienced in agricultural flying, did not exercise the amount of care demanded while flying towards an obstruction.

Report approved 	(D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 28.11.69
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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".