

1. LOCATION OF OCCURRENCE

Murrinindi, 9 NM South of Yea, Victoria.	Height a.m.s.l. (ft) 1000 feet	Date 21.3.70	Time (Local) 1005	Zone EST
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2. THE AIRCRAFT

Make and Model Yeoman Cropmaster YA-1 250R	Registration VH-ABH	Certificate of Airworthiness	Valid from 22.12.66	Valid to 21.12.75
Registered Owner Avia Guard (Vic.), Municipal Airport, Ballarat, Victoria.	Operator Avia Guard (Vic.), Municipal Airport, Ballarat, Victoria.	Degree of damage to aircraft Substantial		
Defects discovered		Other property damaged Nil.		

3. THE FLIGHT

Last or intended departure point Murrinindi	Time of departure 1000	Next point of intended landing Point of Departure	Purpose of flight Superphosphate Spreading	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
Jeffrey David NOACK	Pilot	27	Commercial	55	638	Minor

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 was carrying out aerial spreading operations in hilly terrain using a left hand racetrack pattern. The superphosphate was being spread on both the straight sides of the pattern working inwards. As the pattern became narrower it became necessary to carry out a procedure turn at the end of each run. At the end of the second run during his eighteenth flight for the day, the pilot was carrying out a procedure turn in a blind gully. The area where the turn was made was such as to take the aircraft over progressively rising terrain during the turn because of the ridge structure. The aircraft was approximately half way around the turn when the pilot noticed his airspeed was 70 knots instead of his anticipated 90 knots. He lowered some flap, decreased the rate of turn and, as the aircraft appeared to sink, he operated the dump lever to jettison the remainder of his load. While still in the left turn the aircraft struck trees on a small ridge within the gully. The pilot closed the throttle, pulled back on the stick, and the aircraft sheared through several trees before falling inverted to the ground 240 feet beyond the first point of impact with the trees.

8. OPINION AS TO CAUSE

The cause of the accident was that the pilot did not take timely action to avoid rising terrain.

Report approved <i>D.S. Graham</i> (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 15.4.1971
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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".