

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/702/1023

1. LOCATION OF OCCURRENCE

17 miles south east of Cowra, New South Wales	Height o.m.s.l. (ft) 1500 feet	Date 26.3.70	Time (Local) 0730	Zone EST
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2. THE AIRCRAFT

Make and Model Fletcher FU-24	Registration VH-EOB	Certificate of Airworthiness	Valid from 5.4.68	Valid to 4.4.77
Registered Owner Hazair Agricultural Services Pty. Ltd., P.O. Box 505, Orange, N.S.W.	Operator Hazair Agricultural Services Pty. Ltd., P.O. Box 505, Orange, N.S.W.	Degree of damage to aircraft Destroyed	Other property damaged Nil	
Defects discovered				

3. THE FLIGHT

Last or intended departure point Agricultural Strip	Time of departure 0725	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
Brian Jeffrey HENDERSON	Pilot	25	Commercial	88	2844	Fatal

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

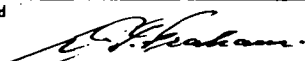
The aircraft was spreading superphosphate in undulating country to the south of the Wyangala Dam. The section being treated was approximately one mile distant from the strip. The pilot had completed three sorties since commencing operations on the morning of the accident.

After the fourth load had been spread, the aircraft was heard returning to the strip when the engine noise suddenly ceased and simultaneously a loud thud was heard by two loader drivers at the strip. The aircraft had crashed in the spreading area, striking the ground in a very steep nose down attitude. There were no witnesses to the flight path of the aircraft immediately prior to the impact and examination of the wreckage did not reveal any malfunction which may have caused or contributed to the accident.

8. OPINION AS TO CAUSE

The cause of the accident has not been determined. A possible explanation is that the pilot attempted a turning manoeuvre from which he was unable to recover in the height available.

Report approved



(D.S. GRAHAM)

Designation

Assistant Director-General
(Air Safety Investigation)

Date

11.11.1970