



# MAGISTRATES COURT *of* TASMANIA

## CORONIAL DIVISION

---

### **Record of Investigation into Death (Without Inquest)**

*Coroners Act 1995  
Coroners Rules 2006  
Rule 11*

I, Simon Cooper, Coroner, having investigated the death of Anthony John Flight

**Find, pursuant to Section 28(1) of the Coroners Act 1995, that**

- a) The identity of the deceased is Anthony John Flight;
- b) Mr Flight died as a result of injuries sustained by him as driver of a motor vehicle which was involved in a collision with a heavy vehicle. Although he was wearing a seatbelt, it does not appear to have been correctly fitted at the time of the crash;
- c) The cause of Mr Flight's death was multiple injuries including a thoracic vertebral fracture and blunt trauma of the thorax, abdomen and pelvis; and
- d) Mr Flight died on 31 July 2019 at the Royal Hobart Hospital, Hobart, Tasmania.

In making the above findings, I have had regard to the evidence gained in the investigation into Mr Flight's death. The material to which I have had regard includes:

- Police Report of Death for the Coroner;
- Affidavits establishing identity and life extinct;
- Report – Dr Donald Ritchey, Forensic Pathologist;
- Reports – Forensic Science Service Tasmania; and
- Complete crash investigation and prosecution file.

Mr Flight suffered terrible injuries in a motor vehicle crash on the Bass Highway, near Boat Harbour on Tasmania's North West Coast on 29 July 2019. Mr Flight was an Australia Post Contractor delivering mail. He was waiting, stationary and lawfully, to make a right turn from the Bass Highway into Blackaby's Road. His vehicle was smashed into from behind by a Kenworth Prime mover driven by Scott Bernard John Smedley. Mr Smedley was not injured.

He was charged with causing the death of another person by negligent driving and ultimately convicted and sentenced to 4 months imprisonment, wholly suspended for 12 months. His driver's license was cancelled for a similar period.

His employer was also charged with an offence contrary to the *Heavy Vehicle National Law Act* 2012, convicted and fined.

The finalisation of the Coronial investigation in relation to Mr Flight's death necessarily awaited the outcome of those proceedings.

It remains only for me to say that despite the best efforts of his medical team, Mr Flight died in the Royal Hospital two days after of crash. His death the result of blunt trauma of the thorax, abdomen and pelvis and a broken spine.

No blame for the crash which killed Mr Flight is attributable to anything he did. Although Mr Flight was wearing a seatbelt it would not appear that it was correctly fitted at the time of the crash. Nonetheless, I do not consider, on the evidence, that fact caused or contributed to the happening of his death.

### **Comments and Recommendations**

The circumstances of Mr Flight's death are not such as to require me to make any comments or recommendations pursuant to Section 28 of the *Coroners Act* 1995.

I convey my sincere condolences to the family and loved ones of Mr Flight.

**Dated** 3 May 2023 at Hobart in the State of Tasmania.

**Simon Cooper**  
Coroner