

**Aviation Safety Investigation Report
198701451**

Piper 25-235

16 November 1987

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

Occurrence Number: 198701451
Location: 8 km SSE Echuca VIC
Date: 16 November 1987
Highest Injury Level: Serious
Injuries:

Occurrence Type: Accident

Time: 1034

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	1	0	0

Aircraft Details: Piper 25-235
Registration: VH-AMZ
Serial Number: 25-3472
Operation Type: Aerial Work (Aerial Spraying)
Damage Level: Destroyed
Departure Point: Echuca VIC
Departure Time: 1015
Destination: Echuca VIC

Approved for Release: March 24th 1988

Circumstances:

The pilot was engaged in spraying a small crop of tomatoes. This was the first time he had sprayed this paddock. The farmer provided him with a map of the area to be sprayed, but the powerlines were not marked on the map, so a briefing was conducted on the location of the powerlines. There was a set to the north of the paddock and two sets to the south. Before he commenced spraying, the pilot conducted an aerial inspection of the area. During the aerial inspection he was in radio contact with the farmer and believed he had located all the powerlines. Shortly after commencing the job, the pilot manoeuvred the aircraft for a run in the northerly direction. His intention on this run was to fly below a powerline that on previous runs, because of the disposition of that particular line, he had flown over. When manoeuvring to fly below this line, the aircraft hit another line 80 metres to the south. The pilot was not aware of the presence of the line the aircraft struck. The aircraft hit the ground and was destroyed by the impact and the resulting fire. The briefing received by the pilot was inadequate.