

**Aviation Safety Investigation Report  
199501622**

**Piper Aircraft Corp  
Pawnee**

**31 May 1995**

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**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](http://www.atsb.gov.au).**

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

**Occurrence Number:** 199501622                      **Occurrence Type:** Accident  
**Location:** 10km N Scotts Creek  
**State:** VIC    **Inv Category:** 4  
**Date:** Wednesday 31 May 1995  
**Time:** 1300 hours                                      **Time Zone** EST  
**Highest Injury Level:** Serious  
**Injuries:**

	Fatal	Serious	Minor	None	Total
Crew	0	1	0	0	1
Ground	0	0	0	0	0
Passenger	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>

**Aircraft Manufacturer:** Piper Aircraft Corp  
**Aircraft Model:** PA-25-235  
**Aircraft Registration:** VH-NOD                                      **Serial Number:** 25-7556169  
**Type of Operation:** Commercial    Aerial Agriculture - Other  
**Damage to Aircraft:** Destroyed  
**Departure Point:** Scotts Creek VIC  
**Departure Time:**  
**Destination:** Scotts Creek VIC

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	1000.0	3100

**Approved for Release:** Thursday, June 15, 1995

The aircraft was spraying thistles when the accident occurred. There were several areas to be treated on the property. The first area had been completed and the pilot was flying the first swath run on the next area when the aircraft hit a double wire powerline which culminated in a severe impact with the ground.

The investigation revealed that the pilot had been given a map of the property by the property owner. The map had two powerlines depicted but did not show the powerline that the aircraft hit. The span was reported to be about 450 metres and the poles were remote from the point of impact. Prior to commencement of spraying the pilot made an aerial inspection of the area for powerlines and other hazards. He did not identify the powerline that the property owner had neglected to mark on the map.

### Significant Factors

The following factors were considered relevant to the development of the accident:

1. The pilot was not made aware of the existence of the powerline that he hit and he did not see it during his aerial inspection of the property before commencement of spraying.
2. The span of powerline that the aircraft hit was about 450 metres and the poles were remote from the impact point, thus denying the pilot cues as to its existence.

