

**Aviation Safety Investigation Report
198903750**

Cessna A188-A1

11 January 1989

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.

This accident was not formally investigated by the Bureau.

Occurrence Number: 198903750 **Occurrence Type:** Accident

Location: 5 kilometres NE of MacAlister QLD

Date: 11 January 1989 **Time:** 1330

Highest Injury Level: Nil

Injuries:

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

Aircraft Details: Cessna A188-A1

Registration: VH-KVM

Serial Number: N/K

Operation Type: Aerial Work

Damage Level: Substantial

Departure Point: 5 km NE MacAlister QLD

Departure Time: N/K

Destination: 5 km NE MacAlister QLD

Approved for Release: 17 February 1989

Circumstances:

The pilot reported that a single power line was strung diagonally across the treatment area. A number of runs had been conducted under the wire. At about the mid-span of the wire between the supporting poles, the aircraft struck the wire. The wire deflector failed, allowing the wire to slip between the fin and rudder. The mass balance and the top of the rudder were severed, but the pilot maintained control and subsequently landed without further incident.