

**Aviation Safety Investigation Report  
199400093**

**Cessna Aircraft Company  
Huskey**

**13 January 1994**

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 Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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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:** 199400093                      **Occurrence Type:** Accident  
**Location:** 3km N Theodore  
**State:** QLD    **Inv Category:** 4  
**Date:** Thursday 13 January 1994  
**Time:** 1135 hours                                      **Time Zone** EST  
**Highest Injury Level:** Minor  
**Injuries:**

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

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** T188C  
**Aircraft Registration:** VH-UJN                                      **Serial Number:** T18803390T  
**Type of Operation:** Commercial    Aerial Agriculture - Other  
**Damage to Aircraft:** Destroyed  
**Departure Point:** Theodore QLD  
**Departure Time:**  
**Destination:** Theodore QLD

**Crew Details:**

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	Commercial	11000.0	16000

**Approved for Release:** Monday, April 29, 1996

The pilot was spraying a cotton crop in light wind conditions. On the second clean-up run, although aware of the location of a powerline, the pilot could not see the wires due to spray drift contamination of the windscreen. He misjudged the pull up point, and the aircraft struck the wires with the right main landing gear.

The aircraft was retarded by the wires and crashed inverted. The pilot was able to extricate himself before the aircraft was destroyed by fire.