

**Aviation Safety Investigation Report
199200016**

**Centrum Naukowo-Produkcyjne-PZL
Dromader**

23 October 1992

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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.

Occurrence Number: 199200016 **Occurrence Type:** Accident
Location: 17km NW Deniliquin
State: NSW **Inv Category:** 3
Date: Friday 23 October 1992
Time: 0620 hours **Time Zone** EST
Highest Injury Level: Fatal
Injuries:

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

Aircraft Manufacturer: Centrum Naukowo-Produkcyjne-PZL
Aircraft Model: M-18
Aircraft Registration: VH-LJF **Serial Number:** IZ020-03
Type of Operation: Commercial Aerial Agriculture/Baiting
Damage to Aircraft: Destroyed
Departure Point: 'Killara' NSW
Departure Time: 0610 EST
Destination: 'Killara' NSW

Crew Details:

		Hours on	
Role	Class of Licence	Type	Hours Total
Pilot-In-Command	Commercial	300.0	5200

Approved for Release: Tuesday, January 18, 1994

The pilot was conducting a rice sowing operation and had entered the procedure turn on completion of the first swath run of his first load for the day. The aircraft appeared to be operating normally at about 300 ft, however, as it turned back towards the treatment area it was seen to overshoot the alignment for the reciprocal swath run. The nose then pitched down and the engine noise was heard to increase significantly as the aircraft descended to the ground at a steep angle.

A small fire in the engine area was extinguished by the two markers, who arrived from the treatment area within minutes of the impact.

The aircraft had struck the ground in a left wing low, steep nose-down attitude. The left wing folded up against the fuselage and the engine was displaced to the right. Impact forces were high, causing major disruption to the fuselage, although the cabin area dimensional and structural integrity remained substantially intact.

No evidence of a pre-impact failure was found in the aircraft or its systems.

The weather conditions were fine and calm.

Findings:

1. In an attempt to regain the alignment for the reciprocal swath run, the pilot tightened the turn, causing the aircraft to stall and enter an incipient spin to the left.
2. The height available was insufficient to permit the pilot to regain control of the aircraft.

Significant Factors:

1. The aircraft stalled at a height from which the pilot was unable to effect a recovery.

Safety Action:

During this investigation it was identified that the aircraft was fitted with an American Safety Inertia Reel Pt No 7260111-405 which does not comply with the requirements of CAO 101.17 for agricultural operations.

It is therefore recommended that the Civil Aviation Authority:

1. Advise agricultural operators that American Safety Inertia Reel Pt No 7260111-405 does not meet the requirements of CAO 101.17 para 5.9.3, and
2. Take steps to ensure that inertia reels which are fitted to aircraft engaged in agricultural operations do comply with the requirements of CAO 101.7 para 5.9.3.