

**Aviation Safety Investigation Report
199401443**

**Cessna Aircraft Company
Agwagon**

02 June 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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director 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.

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: 199401443 **Occurrence Type:** Accident
Location: 20km SW Bowen
State: QLD **Inv Category:** 4
Date: Thursday 02 June 1994
Time: 1500 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: Cessna Aircraft Company
Aircraft Model: A188B/A1
Aircraft Registration: VH-FZC **Serial Number:** 18802731
Type of Operation: Commercial Aerial Agriculture - Other
Damage to Aircraft: Destroyed
Departure Point: Bowen Airspray Strip QLD
Departure Time:
Destination: Bowen Airspray Strip QLD

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	8000.0	12478

Approved for Release: Wednesday, March 6, 1996

The pilot was spraying a tomato crop at the time of the accident. A set of three powerlines ran along the edge of the field at approximately 20 degrees to the direction of flight. It was reported that the pilot had been turning left off his spray runs and on this occasion the right wing had collided with the three wires from below during the start of the turn. The tip of the right wing struck the wires first. The aircraft then appeared to have rolled right and struck the ground with the right wing, cartwheeling until it came to a stop. The engine bay was destroyed decreasing the occupiable space in the cockpit. The pilot was still conscious when he was pulled from the left side of the wreckage. He was wearing a helmet which had been retained during the crash sequence and had suffered facial injuries as well as broken limbs. His visor appeared to have been up at impact.

The sun angle was off to the pilot's left by about 45 degrees and about 30 degrees above the horizon. It was reported that the wires were shiny with reflected light, immediately after the accident, and they should have been visible from the direction of flight.

It is probable that the pilot misjudged his clearance from the powerlines during the turn.
