

**Aviation Safety Investigation Report
199700480**

**Cessna Aircraft Company
Agwagon**

19 February 1997

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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: 199700480 **Occurrence Type:** Accident
Location: 57km SW Oakey, Aerodrome
State: QLD **Inv Category:** 4
Date: Wednesday 19 February 1997
Time: 1710 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-MXB **Serial Number:** 18803433T
Type of Operation: Commercial Aerial Agriculture - Other
Damage to Aircraft: Destroyed
Departure Point: Tyunga QLD
Departure Time:
Destination: Tyunga QLD

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	6200.0	16744

Approved for Release: Friday, May 9, 1997

Sequence of Events

The Pilot was engaged in aerial spraying operations when the aircraft struck an 11.000 V powerline (3 wires). The aircraft was arrested by the wires, struck the ground and burst into flames 60 m beyond its first contact with the power line.

The pilot had almost completed spraying his load of insecticide on a cotton crop. A witness had seen the aircraft fly routinely over the powerline on previous swathe runs. The sun was 18 degrees above the horizon at the time of the crash. The last spray run was aligned approximately 30 degrees left of the sun.

The aircraft struck all 3 strands in a 90 m span, approximately 10 m left of a 7 m power pole. A spur line ran east from the pole to one near an irrigation pump, 50 m distant.

Each main landing gear was fitted with a fixed-blade wire cutter. The wire cutter on the right main gear was not effective in cutting the wires because the blade was pushed aside due to the oblique angle of the wire strike.

The pilot was obviously aware of the power line as he was seen by a witness to fly his aircraft over the line on previous swathe runs.

It is possible that he mistook the pole at the end of the spur line for a pole in the main power line and descended early. The main power line pole would have been difficult to see from the aircraft as it was approximately in line with the sun.
