**Aviation Safety Investigation Report 199300533** 

**Piper Aircraft Corp Pawnee Brave** 

18 March 1993

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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.

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: 199300533 Occurrence Type: Accident

**Location:** Wire Lagoon Property 28km NE Wee Waa

State: NSW Inv Category: 4

**Date:** Thursday 18 March 1993

**Time:** 0645 hours **Time Zone** EST

Highest Injury Level: Fatal

**Injuries:** 

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

Aircraft Manufacturer: Piper Aircraft Corp

**Aircraft Model:** PA-36-375

Aircraft Registration: VH-HLR Serial Number: 36-8202017

**Type of Operation:** Commercial Aerial Agriculture/Baiting

**Damage to Aircraft:** Substantial **Departure Point:** Wee Waa NSW

**Departure Time:** 0630 EST

**Destination:** Wee Waa NSW

**Crew Details:** 

	Hours on			
Role	Class of Licence	Type Ho	ours Total	
Pilot-In-Command	Commercial	7640.0	8240	

**Approved for Release:** Tuesday, October 12, 1993

The aircraft was conducting cotton spraying operations on a 61 hectare field. The pilot stated that he had completed numerous swath runs, using a human marker for guidance, when it became necessary to fly beneath power lines converging at the southern corner of the field. He then completed a pass under the power lines in a south easterly direction and carried out an extended procedure turn to facilitate the next pass under the wires. He said he could then see the marker moving off to the next swath position.

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The aircraft was positioned to pass beneath the powerlines at a speed of about 100 knots with a power pole to the right and the marker to the left, and moving left. As the pilot passed the power pole he heard a loud thudding noise, associated with a left yaw. The pilot said that he thought at the time he had clipped the power pole, but as he regained control of the aircraft, he noticed the left wing was damaged. Shortly after, he noticed the marker lying in an irrigation ditch, near where she had been standing. The marker was killed as a result of being struck by the aircraft.