Aviation Safety Investigation Report 198900020

Grumman Ag Cat 164-B

5 November 1989

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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.

This accident was not the subject of an on-site investigation.

Occurrence Number: 198900020 Occurrence Type: Accident

Location: Ariah Park Narranderra NSW

Date: 5 November 1989 **Time:** 1400

Highest Injury Level: Nil

Injuries:

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

Aircraft Details: Grumman Ag Cat 164-B

Registration: VH-JCW

Serial Number: 81B

Operation Type: Agriculture
Damage Level: Substantial
Departure Point: Ariah Park NSW

Departure Time: 1345

Destination: Ariah Park NSW

Approved for Release: 2nd April 1990

Circumstances:

Before commencing spraying, the pilot conferred with the farmer who pointed out three sets of power lines. He checked the location of each of these lines in relation to an adjacent highway and a tree line in the area to be sprayed. He also completed an aerial survey. The pilot successfully sprayed the first three quarters of the paddock and then commenced on what he considered to be the more difficult section. As the aircraft descended over the line of trees to spray height, the pilot heard and felt a thump. He flew the aircraft back to the strip, where he discovered damage to the leading edge of both wings. The aircraft had struck a fourth set of wires. This two strand set was connected to a cross tree on an 11,000 volt pole, and strung for about one kilometre through trees to a pole beyond the highway. The farmer had neglected to mention this pair of wires and the pilot did not see it on his aerial survey.

Significant Factors:

The following factors were considered relevant to the development of the accident

- 1. The pilot failed to detect the fourth set of wires.
- 2. The aircraft struck the wires while commencing to spray the final section of paddock.
- 3. The aircraft sustained damage to both wing leading edges.