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**Aviation Safety Investigation Report 198901531** 

Transavia PL12-T300

**27 January 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: 198901531 Occurrence Type: Accident

**Location:** East Devonport TAS

**Date:** 27 January 1989 **Time:** 1108

**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:** Transavia PL12-T300

Registration: VH-AUL
Serial Number: H0106
Operation Type: Aerial Work
Damage Level: Substantial
Departure Point: Devonport TAS

**Departure Time:** 1050

**Destination:** East Devonport TAS

**Approved for Release:** 14 April 1989

## **Circumstances:**

The pilot was briefed by the client's agent immediately before the flight which involved spraying four paddocks. After spraying two paddocks the pilot decided to check the wind drift by activating a smoke generator before spraying the third paddock. He had sprayed this paddock on two prior occasions at ten day intervals. He aimed the aircraft at the centre of the paddock with the intention of being at spray height halfway down the paddock. While crossing the paddock boundary at about 30 feet above the ground on descent, there was a loud bang. The aircraft began to display a tendency to roll to the right. The pilot controlled the aircraft, jettisoned the hopper load and flew to the airport without further incident. After inspecting the aircraft, the pilot realized that it had collided with wires. He drove to the client's property and was informed for the first time that the Hydro Electricity Commission had installed a new powerline across the paddock to a dam the previous day. The dam was outside the area to be sprayed. There were no poles in the area to be sprayed; the wires spanned the paddock.

## **Significant Factors:**

The following factor was considered relevant to the development of the accident

1. The pilot encountered a hidden hazard.