

**Aviation Safety Investigation Report
198900838**

PA 25-235

9 December 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.

Occurrence Number: 198900838
Location: 30 km NW Penola SA
Date: 9 December 1989
Highest Injury Level: Fatal
Injuries:

Occurrence Type: Accident
Time: 845

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

Aircraft Details: PA 25-235
Registration: VH-CUN
Serial Number: 25-4612
Operation Type: Aerial Work
Damage Level: Destroyed
Departure Point: Coonawarra SA
Departure Time: 0830
Destination: 30 km NW Penola SA

Approved for Release: 29th June 1990

Circumstances:

The pilot was positioning for a spray run and the aircraft was in the last third of the procedure turn at an angle of bank of about 45 degrees. The aircraft was reported to have overshoot the alignment of the next run slightly. One witness said he saw the nose of the aircraft go down. Another witness indicated that the aircraft then rolled under in the turn and struck the ground. The aircraft hit the ground inverted and travelled only about another 20 metres. An explosion occurred on impact and only the left wing and main gear remained unburnt. The pilot was wearing a full helmet and his harness was correctly worn and fastened. No apparent attempt to egress had been made. Subsequent investigation could find no faults or anomalies with the airworthiness of the aircraft that might have contributed to the accident. Advice provided to the investigation indicates that the Pawnee, at or near the stall in a turn, will stall the lower wing and roll under if aileron alone is used to try and pick up that wing. It was likely that while the pilot was manoeuvring to regain the alignment of the spray run, the aircraft was inadvertently stalled. A draft of this report was addressed to interested parties for consideration prior to release.

Significant Factors:

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

1. The pilot was relatively inexperienced.
2. In an attempt to regain the spray run alignment, the pilot probably stalled the aircraft.
3. Loss of control occurred at an altitude insufficient for recovery.