

Aviation Safety Investigation Report
198803470

Cessna A188B-A1

25 July 1988

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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 subject to an on scene investigation.

Occurrence Number: 198803470
 Occurrence Type: Accident

Location: 12 km W of Bowen QLD
 Time: 1300

Date: 25 July 1988

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: Cessna A188B-A1

Registration: VH-FZC

Serial Number: 18802731

Operation Type: Aerial Work

Damage Level: Substantial

Departure Point: ALA 9 km of Bowen QLD

Departure Time: 1255

Destination: ALA 9 km of Bowen QLD

Approved for Release: December 29th 1988

Circumstances:

The pilot reported that he was to spray a 17 acre crop of cucumbers. He had flown the area twice previously, and knew the hazards to be powerlines and stay wires from the power poles. The stay wires were the more difficult to see so he concentrated on locating these during his aerial inspection of the paddock. At the completion of his first run, which was along the western edge of the area, there were two sets of powerlines. The pilot had planned to fly under both sets but hit the second set as he pulled up from the run. He stated that he had forgotten about the second set of wires. Although the aircraft sustained left wing and aileron damage, the pilot was able to land safely at the operating landing area.

Significant Factors:

It was considered that the following factors were relevant to the development of the accident

1. The pilot's attention to the powerlines was diverted by the stay wires which were difficult to see.
2. The pilot did not see or avoid the second set of wires.