

**Aviation Safety Investigation Report
198903823**

Cessna A188B-A1

22 November 1989

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.

Occurrence Number: 198903823
Location: 16 km North of Dalby QLD
Date: 22 November 1989
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident
Time: 615

	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-FJT
Serial Number: 188-03319T
Operation Type: Aerial Work (Agricultural Spraying)
Damage Level: Substantial
Departure Point: Dalby QLD
Departure Time: N/K
Destination: Dalby QLD

Approved for Release: 15 January 1990

Circumstances:

The pilot was familiar with the area and had been given instructions by the property owner that he was to fly spray runs parallel to rows in the crop. The pilot misinterpreted these instructions which resulted in him flying parallel to the eastern boundary of the area rather than the western boundary. He then became partly disoriented with respect to the position of a single wire power line. The right wing of the aircraft struck the wire and the outer 120cm of the leading edge of the wing was lost. The rudder was also damaged by the wire. The pilot was able to retain control of the aircraft and landed without further incident. The pilot reported that the early morning light conditions were less than ideal for seeing wires.

Significant Factors:

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

1. The pilot did not clarify the instructions he was given.
2. Visibility was limited because of the early morning light conditions.
3. The pilot did not see or avoid the wire.