

**Aviation Safety Investigation Report
199000013**

Piper PA36-375

23 July 1990

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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.

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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-scene investigation.

Occurrence Number: 199000013 **Occurrence Type:** Accident
Location: 15 km W of Moree NSW
Date: 23 July 1990 **Time:** 1448
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: Piper PA36-375
Registration: VH-JJA
Serial Number: 36-8002030
Operation Type: Aerial Work
Damage Level: Substantial
Departure Point: "Sappa" Moree NSW
Departure Time: 1430
Destination: "Warranook" Moree NSW

Approved for Release: 9th August 1990

Circumstances:

During a period of low operational activity the pilot was contracted to spray a crop in open, flat terrain. Having almost completed the irregular shaped area, the pilot positioned his aircraft to make a run over a very small corner of the crop, towards a clump of trees, some of which were up to 25 metres high. The pilot mis-judged his turn onto the run alignment, necessitating a steep approach. Once settled at spray height, he was faced with a very steep climb-out to clear a large tree. During the pull-up the aircraft stalled and collided with the tree. The nose pitched down and the aircraft impacted the ground in a near vertical attitude, before rolling inverted. The pilot extinguished a small fire.

Significant Factors:

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

1. The pilot attempted to spray an area which was only marginally suitable for aerial treatment.
2. The pilot mis-judged his approach to the area.
3. The aircraft stalled during the pull-up.

Reccomendations:

The Civil Aviation Authority reassess recency requirements for agricultural pilots to place emphasis on hours flown during the preceeding 90 days. This assessment should take into consideration the type of operation the pilot is to return to following an extended break, or period of very low operational intensity.