

**Aviation Safety Investigation Report
198902594**

Thruster TST-E

8 January 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: 198902594 **Occurrence Type:** Accident
Location: "Wedgewood" (30 km NNW of Yass) NSW
Date: 8 January 1989 **Time:** 1000
Highest Injury Level: Serious
Injuries:

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

Aircraft Details: Thruster TST-E
Registration: 25-0290
Serial Number: 088-344
Operation Type: Private
Damage Level: Substantial
Departure Point: "Wedgewood" NSW
Departure Time: 958
Destination: Wedgewood NSW

Approved for Release: 28th February 1990

Circumstances:

For several days the pilot had been giving flying instruction to the aircraft owner operating from an airstrip located in a valley on the owner's property. The strip was aligned in an east - west direction with a downhill slope to the west. Wind conditions had been such that take-offs were being made towards the west with right hand circuits to the north so as to operate over the lowest surrounding terrain. The pilot was aware of a power line running from east to west parallel to the airstrip situated on a ridge about 700 metres to the north which the aircraft could remain well clear of while flying parallel to it on the downwind leg of the circuit. On the day of the accident the pilot had arranged to take another person for a familiarisation flight. The wind had changed to an easterly at about 10 knots so the take-off was conducted uphill. This required a longer climb out before the pilot could commence a left hand circuit to again operate north of the airstrip. He turned onto the downwind leg when about 120 -150 feet above ground level at approximately the same distance from the airstrip extended centre line as before. The circuit area was now displaced to the east where unbeknown to the pilot the power line changed direction by about 20 degrees to the south. After turning onto the downwind leg the pilot noticed the power line converging towards him from his right. Although evasive action was taken it was too late to prevent the right hand wing from contacting the power line resulting in loss of control and the aircraft dived into the ground. The pilot reported that the aircraft had been operating normally before colliding with the power line. This accident was not the subject of an on-scene investigation.

Significant Factors:

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

1. The pilot had not made himself familiar with the location of the power line.

2. The power line was obscured by trees to the east of the airstrip.
3. The pilot failed to see the power line in time to prevent a collision.