

**Aviation Safety Investigation Report
199000007**

Piper PA25-235

3 May 1990

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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: 199000007 **Occurrence Type:** Accident
Location: "Nareena" (twenty kilometres south of Bathurst) NSW
Date: 3 May 1990 **Time:** 1507
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 PA25-235
Registration: VH-PPV
Serial Number: 25-3140
Operation Type: Aerial Work
Damage Level: Substantial
Departure Point: "Nareena" NSW
Departure Time: 1505
Destination: "Nareena" NSW

Approved for Release: 9th August 1990

Circumstances:

The pilot, who was relatively inexperienced, was engaged in pasture spraying, operating from an airstrip located on the property being sprayed. He had been on duty approximately seven hours when commencing his nineteenth flight. After takeoff, the pilot initiated a shallow climbing turn onto a southerly heading, affording himself little time in which to review his flight pattern before gaining alignment for the spray run. He began spraying at tree height until the area became sufficiently open to permit descent to about one metre above ground level. Approaching the fence which formed the southern boundary of the treatment area, the pilot initiated a climbing turn to the right, to follow a "race-track" pattern. Soon after commencing the turn the pilot realised that the aircraft could not climb fast enough to maintain clearance from the hill beginning on the southern side of the treatment area. The pilot dumped the hopper load, and with full throttle attempted to turn across the face of the hill. The aircraft mashed onto the hillside, coming to rest 41 metres from the initial impact and 150 metres from the fence pull-up point. A left turn following pull-up would have taken the aircraft over lower terrain.

Significant Factors:

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

1. The pilot turned toward terrain, the gradient of which exceeded the performance capability of the aircraft.
2. The pilot gave himself insufficient time for adequate flight review.
3. The pilot may have been subject to some skill fatigue.