

**Aviation Safety Investigation Report
199800421**

**Cessna Aircraft Company
Agwagon**

12 February 1998

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 Executive Director 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 Executive Director 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: 199800421 **Occurrence Type:** Accident
Location: Jandowea
State: QLD **Inv Category:** 4
Date: Thursday 12 February 1998
Time: 1600 hours **Time Zone** EST
Highest Injury Level: Minor
Injuries:

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

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: A188B/A1
Aircraft Registration: VH-DDW **Serial Number:** 18803374T
Type of Operation: Commercial Aerial Agriculture - Other
Damage to Aircraft: Destroyed
Departure Point: Kapunn, near Jandowea Qld
Departure Time: 1520 EST
Destination: Warra - Janoowie Qld

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	249.0	615

Approved for Release: Monday, March 23, 1998

Summary

The aircraft was conducting spraying operations in a paddock bounded by a power line. Due to the nearness of the paddock to the power line, it was necessary for the pilot to fly the aircraft under the line at the commencement of each spray run. At the beginning of the accident run, the pilot rolled the aircraft right to clear a small tree. As he did this, the left wing contacted the power line. The aircraft then rolled inverted and struck the ground left wing first, cartwheeling several times before coming to rest inverted. The pilot was able to exit the aircraft before fire consumed the majority of the wreckage. The pilot confirmed that the aircraft was operating normally at the time of the accident. While manouvering to avoid the small tree, he had momentarily forgotten about the power line and did not correct quickly enough to prevent the wing contacting it.

