

**Aviation Safety Investigation Report  
199701113**

**Air Tractor Inc  
AT-301**

**09 April 1997**

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.

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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](http://www.atsb.gov.au).**

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

**Occurrence Number:** 199701113                      **Occurrence Type:** Incident  
**Location:** 4km N Ayr, Aerodrome  
**State:** QLD    **Inv Category:** 4  
**Date:** Wednesday 09 April 1997  
**Time:** 0730 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Air Tractor Inc  
**Aircraft Model:** AT-301  
**Aircraft Registration:** VH-FEI                                      **Serial Number:** 301-0574  
**Type of Operation:** Commercial      Aerial Agriculture - Other  
**Damage to Aircraft:** Minor  
**Departure Point:** Ayr QLD  
**Departure Time:** 0700 EST  
**Destination:** Ayr QLD

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	122.0	6500

**Approved for Release:** Friday, April 11, 1997

This was the first occasion on which the pilot had sprayed the sugar cane paddock. A briefing and an area map were obtained from the property owner. The pilot conducted a power line inspection and found three lines, all that had been brought to his attention. During the first spray run he noticed sparks at the propeller as an unseen set of three wires was cut. He returned to the takeoff point and found that only the propeller had been damaged. The wires struck had not been seen at all. The relevant poles were hidden in trees on each side of the paddock.