

**Aviation Safety Investigation Report  
199701816**

**Piper Aircraft Corp  
Pawnee Brave**

**28 May 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.

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](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:** 199701816                      **Occurrence Type:** Accident  
**Location:** Major Ck, 55 km SE Townsville  
**State:** QLD                      **Inv Category:** 4  
**Date:** Wednesday 28 May 1997  
**Time:** 1130 hours                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Piper Aircraft Corp  
**Aircraft Model:** PA-36-375  
**Aircraft Registration:** VH-XAV                      **Serial Number:** 32-7802009  
**Type of Operation:** Commercial    Aerial Agriculture - Other  
**Damage to Aircraft:** Destroyed  
**Departure Point:** Major Ck Qld  
**Departure Time:** 1120 EST  
**Destination:** Major Ck Qld

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	1220.0	2800

**Approved for Release:** Wednesday, July 2, 1997

The pilot reported that he was entering the paddock for the final spray run, a clean-up run at right angles to his earlier spray runs. The right wing struck a power line at 40 ft above the ground, and was torn from the aircraft. After a rapid roll to the right the aircraft struck the ground in a semi-inverted attitude. The pilot vacated the aircraft, which did not catch fire.

The power line had been identified by the pilot during his initial inspection of the area. He had flown parallel to the line when spraying the paddock but forgot about it when he commenced the clean-up run. This was the first time the paddock had been sprayed this year, but the pilot had sprayed the area in previous years.

An emergency locator transmitter was carried in the pilot's bag. It was not used during the recovery from the accident.