

**Aviation Safety Investigation Report  
199702805**

**Weatherly Aviation Company Ltd  
620A**

**28 August 1997**

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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).**

**Occurrence Number:** 199702805                      **Occurrence Type:** Accident  
**Location:** 3km WSW Blumson Farm  
**State:** SA                                              **Inv Category:** 4  
**Date:** Thursday 28 August 1997  
**Time:** 0900 hours                              **Time Zone** CST  
**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        |
| <b>Total</b> | <b>0</b> | <b>0</b> | <b>1</b> | <b>0</b> | <b>1</b> |

**Aircraft Manufacturer:** Weatherly Aviation Company Ltd  
**Aircraft Model:** 620A  
**Aircraft Registration:** VH-WEA                                              **Serial Number:** 1528  
**Type of Operation:** Commercial    Aerial Agriculture - Other  
**Damage to Aircraft:** Destroyed  
**Departure Point:** Blumson Farm SA  
**Departure Time:** 0830 CST  
**Destination:** Blumson Farm SA

**Crew Details:**

| <b>Role</b>      | <b>Class of Licence</b> | <b>Hours on<br/>Type Hours Total</b> |
|------------------|-------------------------|--------------------------------------|
| Pilot-In-Command | Commercial              | 16800                                |

**Approved for Release:** Friday, October 10, 1997



The aircraft was carrying out dusting operations and was on the second flight of the day. The pilot had done an obstacle evaluation flight prior to commencement of operations and had identified a row of mallee trees running north/south inside the eastern boundary fence. Running parallel to these trees in the paddock to be sprayed was a single power line. The pilot made his first run to the west flying through a gateway and then under the power line as there was sufficient clearance and it provided the optimal approach for this swath run. The reciprocal run was then commenced to the east and the pilot began his pull up with a view to clear both the power line and the trees. During this manoeuvre the pilot heard a light thud and believed that he had contacted the power line. As the aircraft appeared to be handling normally, the pilot elected to return to the airstrip to inspect for damage. Approximately 450 metres past the paddock fence, the aircraft suddenly pulled to the right in a steep nose down attitude and impacted the ground sustaining substantial damage. After evacuating the aircraft, the pilot observed that the power line was still attached to the aircraft landing gear and had not broken. He stated that the local Electricity Trust representative later informed him that the power line was of a three strand high tensile steel construction that was designed specifically not to be cut or broken. This was evidenced by the ineffectiveness of the aircraft cable cutting devices and the severe damage that they sustained without severing the power line.

