

**Aviation Safety Investigation Report
199600078**

**Piper Aircraft Corp
Pawnee**

11 January 1996

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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.

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: 199600078 **Occurrence Type:** Accident
Location: 2km N Laggan
State: NSW **Inv Category:** 4
Date: Thursday 11 January 1996
Time: 1150 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-25-235
Aircraft Registration: VH-SCW **Serial Number:** 25-3932
Type of Operation: Commercial Aerial Agriculture/Baiting
Damage to Aircraft: Substantial
Departure Point: Crookwell NSW
Departure Time:
Destination: Laggan NSW

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	467.1	552

Approved for Release: Monday, April 29, 1996

The pilot carried out an inspection of a paddock and its surrounds prior to commencing the aerial application of insecticide. Three powerlines were identified, two within the paddock and another just outside a nearby fence line. The pilot reported that all three powerlines were checked for spur lines and T-junctions, as well as for aircraft clearance during the spray runs. The area in which the spray runs were being carried out was described as undulating, with a line of trees to the east, parallel to the flight path of the aircraft.

Five spray runs were subsequently carried out in a north-south direction at a height of about six feet. This required the aircraft to be flown beneath the powerlines, the first of which lay in an east-west direction. On the sixth run, as the aircraft approached the first powerline, the pilot reported that he encountered some turbulence. The aircraft struck the powerline, but the pilot was able to maintain control and land on the property.

A damage inspection by the pilot revealed that the right wing tip leading edge had been slightly bent, the windscreen was broken, and the propeller had sustained minor damage. He assessed that the aircraft was able to be flown to another location, where repairs were carried out. The weather was described by the pilot as fine, with a light south-easterly wind at approximately 8 kts, and scattered cloud.