

**Aviation Safety Investigation Report
199600679**

**Bellanca Aircraft Corp
Scout**

04 March 1996

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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.

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: 199600679 **Occurrence Type:** Accident
Location: 3km N Ross
State: TAS **Inv Category:** 4
Date: Monday 04 March 1996
Time: 1515 hours **Time Zone:** ESuT
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: Bellanca Aircraft Corp
Aircraft Model: 8GCBC
Aircraft Registration: VH-PEV **Serial Number:** 351-80
Type of Operation: Miscellaneous Glider Towing
Damage to Aircraft: Substantial
Departure Point: 3km N Ross TAS
Departure Time:
Destination: 3km N Ross TAS

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command		120.0	3024

Approved for Release: Thursday, March 7, 1996

The purpose of the flight was to aero tow a glider from a paddock where it had made an outlanding. Prior to takeoff the pilot measured the paddock twice by pacing. The paddock was wedge shaped with powerlines running along the two longer boundaries. There was also a powerline spanning the paddock towards the narrow end of the wedge. Despite walking under this powerline while pacing the paddock, the pilot did not see it.

Takeoff was into the northwest which provided the longest take-off run and was also into a 5-7 kt wind. After takeoff the pilot held the tug down to gain speed. He then saw the powerline but too late to avoid it. After impact with the powerline the tug hit the ground and was substantially damaged.

The pilot said that in the take-off direction, the powerline was below the horizon against a background of hills which made it almost impossible to see.

