

**Aviation Safety Investigation Report
199603148**

**Piper Aircraft Corp
Pawnee**

27 September 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: 199603148 **Occurrence Type:** Accident
Location: Cockaleeche
State: SA **Inv Category:** 4
Date: Friday 27 September 1996
Time: 1030 hours **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-25-235
Aircraft Registration: VH-BMF **Serial Number:** 25-3003
Type of Operation: Commercial Aerial Agriculture - Other
Damage to Aircraft: Substantial
Departure Point: Cummins SA
Departure Time:
Destination: Cummins SA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	233.0	443

Approved for Release: Friday, October 4, 1996

The pilot was tasked with spraying crop with fungicide in a paddock situated in an undulating timbered area. The wind was from the east at 10 - 15 kt, and the pilot elected to commenced the first spray run in a downwind direction. This required a steep descent from over the tree tops to pass beneath a swer power line located across his flight path.

The pilot reported that he encountered severe turbulence and windshear in the lee of the trees, and was unable to prevent the aircraft, which had a full hopper, from descending into the top of a tree. This caused an immediate deterioration in airspeed, damage to the wing leading edges and removal of the spray pump. The aircraft flew out of the tree in a semi-stalled condition, and being unable to maintain height to fly over the swer power line the pilot dived the aircraft to pass beneath it.

The aircraft wheels became entangled in the crop, slowing the aircraft further, and caused it to impact the ground heavily. The impact damaged the landing gear, and removed the hopper door allowing the fungicide load to dump.

Due to the impact force, and the load being dumped, the aircraft became

airborne again and was yawed to the right by the crop dragging on the landing gear. It then collided with a fence which turned it through 180 degrees as it came to a stop.

