

**Aviation Safety Investigation Report  
199503684**

**Piper Aircraft Corp  
Pawnee**

**03 November 1995**

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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).**

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:** 199503684                      **Occurrence Type:** Accident  
**Location:** 15km E Deniliquin  
**State:** NSW                      **Inv Category:** 4  
**Date:** Friday 03 November 1995  
**Time:** 1700 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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>

**Aircraft Manufacturer:** Piper Aircraft Corp  
**Aircraft Model:** PA-25-235  
**Aircraft Registration:** VH-PEG                      **Serial Number:** 25-2824  
**Type of Operation:** Commercial    Aerial Agriculture - Other  
**Damage to Aircraft:** Substantial  
**Departure Point:** 46 km NE of Deniliquin, NSW  
**Departure Time:** 0630 ESuT  
**Destination:** 46 km NE of Deniliquin, NSW

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	120.0	295

**Approved for Release:** Tuesday, June 2, 1998

The pilot had been landing to the north on the agricultural strip. Because a 10 knot south-westerly wind had developed he decided to land to the south. On short final the aircraft landing gear caught in a power line which the pilot had not seen. The nose pitched down and the aircraft struck the ground very heavily and cartwheeled.

The aircraft was severely damaged. The pilot had sighted a power line, aligned east-north-east, from a house to a post. Another line, the one not seen, ran east-west from the same post, with the next pole out of sight among trees.

Significant Factors

The following factors were considered relevant to the development of the accident:

- 1 The procedures adopted by the pilot did not detect the presence of the power line.
- 2 During the landing approach the aircraft landing gear caught on a power line not seen by the pilot.

