



GOVERNMENT OF AUSTRALIA

DEPARTMENT OF TRANSPORT

Reference No.

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

SI/775/1010

Publication of this report is authorised by the Secretary under the provisions of Air Navigation Regulations 283 (1)

1. LOCATION OF OCCURRENCE

10 km North of Namban, Western Australia	Height a.m.s.l. 1000 feet	Date 16.4.77	Time (Local) 0630 hours	Zone WST
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2. THE AIRCRAFT

Make and Model Transavia PL12 Airtruk	Registration VH-BOA	Certificate of Airworthiness Valid from 21.1.74
Certificate of Registration issued to	Operator	Degree of damage to aircraft Destroyed
		Other property damaged
		Power line
Defects discovered Nil		

3. THE FLIGHT

Last or intended departure point Namban	Time of departure 0625 hours	Next point of intended landing Namban	Purpose of flight Agricultural Spreading	Class of operation Aerial Work
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
	Pilot	54	Commercial	311	11295	Serious

5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury

6. RELEVANT EVENTS

VH-BOA was one of two aircraft operating from an agricultural strip near Namban. The strip was orientated approximately north/south and the agricultural load, a mixture of superphosphate and clover seed, was located at the southern end. Weather conditions were fine with a light surface wind from the south-east.

Prior to commencing operations it was agreed between the two pilots that VH-BOA would treat the areas to the east of the strip whilst the other aircraft worked to the west. The possibility of expediting operations by VH-BOA landing off the strip, on an adjacent clear area to the south-east, was also discussed. The pilot of VH-BOA had not previously landed on this area but he had inspected, on the previous day, the surface in the northern section of the area; he did not detect a 260 metre long double wire span in the southern sector which crossed the approach path at an angle of 30 degrees.

At the completion of their first spreading flights both aircraft returned to the strip at the same time. The pilot of VH-BOA then decided to land on the alternative area. An immediate approach to land from the south was commenced. The pilot's attention was primarily directed towards sighting a slight contour bank which he knew bordered the cleared area. The aircraft was at a height of about 20 feet and an airspeed of some 55 knots when it struck the power line. One wire broke but the other caught under the right door latch. The aircraft rapidly decelerated and fell to the ground.

7. OPINION AS TO CAUSE

The cause of the accident was that the pilot did not adequately inspect the selected landing area for the presence of obstructions.

Approved for
publication(R.H. Watts)
Delegate of the Secretary

Date 19.8.1977

DEFINITIONS

ACCIDENT - An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all those persons have disembarked and in which

- (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached to the aircraft; or

Note. - Specifically excluded are: death from natural causes and fatal or serious injury to any person on board whether self-inflicted or inflicted by another person, or to ground support personnel before or after flight, or fatal or serious injury which is not a direct result of the operation of the aircraft, or which concerns stowaways.

- (b) the aircraft suffers substantial damage or is destroyed; or
- (c) the aircraft is missing or is completely inaccessible.

FATAL INJURY - Any injury which results in death within 30 days.

SERIOUS INJURY - Any injury other than a fatal injury which

- (a) requires hospitalisation for more than 48 hours, commencing within seven days from the date the injury was received; or
- (b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- (c) involves lacerations which cause severe haemorrhages, nerve, muscle or tendon damage; or
- (d) involves injury to any internal organ; or
- (e) involves second or third degree burns, or any burns affecting more than five percent of the body surface.

MINOR INJURY - Any injury other than as defined under "Fatal Injury" or "Serious Injury".

DESTROYED - Consumed by fire, demolished or damaged beyond repair.

SUBSTANTIAL DAMAGE - Damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component. The following types of damage are specifically excluded: engine failure; damage limited to an engine or its accessories, or to propeller blades; bent fairings or cowlings; small dents or puncture holes in the skin; damage to wing tips, antennas, tires, or brakes.

MINOR DAMAGE - Damage other than as defined under "Destroyed" or "Substantial Damage".