



COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF TRANSPORT

## AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

SI/775/1033

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

## 1. LOCATION OF OCCURRENCE

5 kilometres north of Mogumber, Western Australia	Height a.m.s.l. 500 feet	Date 13.10.77	Time (Local) 1352 hours	Zone WST
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## 2. THE AIRCRAFT

Make and Model Cessna A188B/AI	Registration VH-TIH	Certificate of Airworthiness Valid from 14.2.77
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 Mogumber	Time of departure 1330 hours	Next point of intended landing Moora	Purpose of flight Crop Spraying	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	40	Commercial	207	9133	Fatal

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

Name	Status	Degree of injury	Name	Status	Degree of injury

## 6. RELEVANT EVENTS

The pilot was experienced in aerial agricultural operations and had been engaged by the operator for a one day spraying operation near Mogumber. After a briefing concerning the crops to be treated, he departed Jandakot at 0821 hours and on arrival at Mogumber carried out an aerial inspection of the area. Following a further briefing with the ground marker as to obstructions near the crops, the spraying operation commenced at about 0930 hours from an agricultural airstrip 5 kilometres north-east of Mogumber. By 1300 hours all but two paddocks had been treated and spraying was commenced of the larger remaining crop. This was in a 93 hectare paddock which was bisected both north-south and east-west by power lines. As the surface wind was southerly at 5 to 10 knots the pilot carried out a series of east-west spray runs, commencing along the northern boundary. On each run he pulled up to pass over the north-south power line and also, when covering the centre section of paddock, flew above the east-west line. The aircraft's spray load was exhausted before the paddock was finished and the pilot returned to the airstrip. After refuelling to capacity and loading 455 litres of spray solution he then arranged for the marker and other ground personnel to proceed by road to Moora, the next base of operations, whilst he completed treatment of a small crop and the remainder of the 93 hectare paddock. Shortly before 1350 hours the aircraft returned to the incomplete crop. There were apparently no witnesses to its subsequent manoeuvres but at 1352 hours whilst flying towards the north and in a substantially level attitude, the aircraft struck the east-west power line at the western boundary of the paddock and then crashed. An intense fire broke out on impact. Subsequent examination of the wreckage found no evidence of any pre-existing defect with the aircraft. It had struck the upper wire of the power line some 23 feet above ground level with both main landing gear struts and pitched forward to the ground.

## 7. OPINION AS TO CAUSE

The probable cause of the accident was that the pilot misjudged the clearance between his aircraft and a power line obstructing his flight path.

Approved for  
publication(A.R. Woodward)  
Delegate of the SecretaryDate  
12.2.1979

## 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".