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**Aviation Safety Investigation Report 198905451** 

Grumman G164B "Agcat"

15 October 1989

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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.

Occurrence Number: 198905451 Occurrence Type: Accident

**Location:** "Kariwara" (15 km N Wee Waa) NSW

**Date:** 15 October 1989 **Time:** 800

**Highest Injury Level:** Nil

**Injuries:** 

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	1

Aircraft Details: Grumman G164B "Agcat"

**Registration:** VH-XCC **Serial Number:** 302B

Operation Type: Aerial Work
Damage Level: Destroyed
Departure Point: Greenbah NSW

**Departure Time:** N/K

**Destination:** Greenbah NSW

**Approved for Release:** 15 January 1990

## **Circumstances:**

The pilot was engaged in spraying operations. After completing one section of the property he decided to use the few litres of chemical remaining to treat a corner of the area which he had been unable to spray previously because of adverse winds. There was a power line running obliquely across the intended flight path, with one spur line running from it to the east, and another to the west. Only one pass was needed to spray the area. The pilot was able to maintain visual contact with the three power lines until about three quarters of the way along the pass. He then lost contact with the power line to the east, which had been directly in front of him. He immediately commenced to climb, but the tailwheel struck and became hooked on the power line, causing the aircraft to lose forward speed and preventing it from climbing sufficiently to clear nearby trees. It continued for a distance, with the power line still attached to the tailwheel, clipping a path through the tops of the trees. The pilot was able to maintain control for approximately 350 metres, and he turned the master switch and magneto switches off just before the aircraft impacted the ground and burst into flames. The pilot, who was uninjured, was able to vacate the aircraft which was destroyed by the fire. This accident was not the subject of an on scene investigation, and the information contained in this report was provided by the pilot.

## **Significant Factors:**

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

- 1. The pilot lost visual contact with a power line across his flight path.
- 2. The aircraft struck the power line as the pilot initiated avoiding action.