

**Aviation Safety Investigation Report
199301900**

**Gates Learjet Corporation
Learjet 35**

28 June 1993

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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: 199301900	Occurrence Type: Incident
Location: Port Parnham - SE corner R282A	
State: SA	Inv Category: 4
Date: Monday 28 June 1993	
Time: 1945 hours	Time Zone: CST
Highest Injury Level: None	

Aircraft Manufacturer: Gates Learjet Corporation	
Aircraft Model: 35A	
Aircraft Registration: VH-FOX	Serial Number: 35-427
Type of Operation: Miscellaneous Other	
Damage to Aircraft: Nil	
Departure Point: Edinburgh SA	
Departure Time: 1745 CST	
Destination: Edinburgh SA	

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on</u>	
		<u>Type</u>	<u>Hours Total</u>
Pilot-In-Command	ATPL 1st Class	1734.0	7956
Co-Pilot/1st Officer	Commercial	2325.0	7747

Approved for Release: Wednesday, March 9, 1994

The aircraft had been engaged on a target towing exercise involving live firing of ground-to-air missiles in a military restricted area north of Adelaide.

The target had been deployed at the full 5240 metre extension of the cable. The aircraft and target carried out 10 tracking runs before one missile was fired at the target, without hitting either the target or the cable. After this firing the Army firing point advised the aircraft to recover the target and depart the area.

The operator commenced reeling in the target as the pilot banked the aircraft 30 degrees to the left and began a climb. With 4920 metres of cable still deployed the cable tension indication fell to zero indicating that the cable had broken. The cable cutter was activated to ensure that no cable was trailing behind the aircraft and the aircraft was returned to Edinburgh.

The 4920 metres of cable landed along the main street of a fishing village creating some disruption to electrical services, but without causing any other damage or injuries.

The cable probably failed when the armour wrap covering a splice became jammed in the reel unit, over stressing the cable. The reel unit was serviceable and the cable had been subjected to 14 flights with no abnormal loads or stresses. The normal life of a cable is 20 flights.
