

Appendix 1. continued.

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On reaching the edge of the field I cut the spray & pulled up over the fence but made no allowance for the hydro line. I can find no explanation for this. There was ample room to pull up and clear the line. The aircraft & engine were operating normally, the spray tank was almost empty giving the aircraft a weight of about 1020 lbs. Weather & visibility were good.

I was approaching the line about midway between the edge of the field to the S. and the first pole to the N. Seeing the two wires coming at me dead ahead, I realized at once that the only chance was to go ~~under~~ underneath.

There was a slight jerk as the bottom wire caught the fin. The wire snapped at the insulator on the pole to the S. and presumably ran freely over the fin until it rode up and caught between the top of the fin and the bottom of the horn of the rudder.

Just before reaching the highway there was a violent judder, when the wire snapped again and tore the rudder off its hinges. The aircraft yawed to the right and was almost stalled, then went into a right hand spiral. I kept power on, let the nose drop, and was able then to get enough aileron & elevator response to straighten & flatten out. I was then in a favourable position to crash land. Not knowing what damage was sustained I made no further attempt to stay airborne but took action as outlined in appendix 2.