

**Aviation Safety Investigation Report  
199501092**

**Air Tractor Inc  
AT-301**

**17 April 1995**

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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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](http://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:** 199501092                      **Occurrence Type:** Accident  
**Location:** 20km NE Millmerran  
**State:** QLD                                              **Inv Category:** 4  
**Date:** Monday 17 April 1995  
**Time:** 1550 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Air Tractor Inc  
**Aircraft Model:** AT-301  
**Aircraft Registration:** VH-FAA                                              **Serial Number:** 301-0197  
**Type of Operation:** Commercial    Aerial Agriculture/Baiting  
**Damage to Aircraft:** Substantial  
**Departure Point:** Millmerran QLD  
**Departure Time:** 1500 EST  
**Destination:** Millmerran QLD

**Crew Details:**

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	Commercial	95.0	1450

**Approved for Release:** Monday, April 24, 1995

The pilot had completed two thirds of the task of spraying a field of cotton which was bounded by a road and powerlines at one end. The pilot had been flying under the wires and had kept a watch for traffic along the road. On what turned out to be his last pass, he again lined up to fly under the wires. As he approached the wires he saw a truck travelling along the road, on a collision course with his aircraft. Trees had obstructed the truck from view. As the pilot took avoiding action, the right mainwheel of the aircraft struck the road surface. The right main gear was bent backwards. The pilot flew his damaged aircraft to the airstrip and landed. At a slow speed it ground looped and came to rest without any further damage.