

**Aviation Safety Investigation Report
198803494**

Cessna A188B-A1

9 November 1988

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 CEO of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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: 198803494 **Occurrence Type:** Accident

Location: Forest Vale Station (60km N Mitchell) QLD

Date: 9 November 1988 **Time:** 1430

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: Cessna A188B-A1

Registration: VH-IEQ

Serial Number: 18801652

Operation Type: Aerial Work

Damage Level: Substantial

Departure Point: Forest Vale Station QLD

Departure Time: 1350

Destination: Forest Vale Station QLD

Approved for Release: March 13th 1989

Circumstances:

The pilot stated that when he returned to land after a spreading operation he noticed a dust devil about half way along the strip. The chief pilot, who was on the ground near the southern end of the strip, also noticed the dust devil, and warned the pilot on the company radio. The pilot circled near the northern end of the strip until the dust devil moved off the strip to the west and into the trees. A normal approach and landing was then made from the north. During the landing roll the pilot noticed that the dust devil had reappeared from the trees, and was moving directly into his landing path. Maximum braking was applied, but the aircraft encountered the dust devil and became uncontrollable in the turbulence. The propeller struck the ground and the aircraft slid sideways to the left for forty metres. During the slide, the left wheel axle bolts sheared and the left wing struck the ground.

Significant Factors:

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

1. Loss of control during landing roll caused by turbulence associated with a dust devil which had moved unexpectedly onto the strip.