

**Aviation Safety Investigation Report  
199000018**

**Victa Airtourer 115**

**23 August 1990**

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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).**



able to climb safely in the prevailing meteorological conditions. Examination of the aircraft and engine failed to reveal any pre-existing mechanical abnormalities which could be considered as factors contributing to the accident. Examination of the failed shoulder harness restraint cable revealed that one third of its steel wire strands had been broken or partially fatigued before the accident. The broken strands had paint on the fracture surfaces, indicating that they were broken before or when the aircraft interior was last painted. The number of intact strands was insufficient to absorb the loads in the impact, causing failure of the cable and serious head injury to the pilot.

**Significant Factors:**

The following factor was considered relevant to the development of the accident

1. The aircraft, marginally above maximum gross weight, probably encountered downdraughts in the lee of the escarpment after takeoff and was unable to establish a safe climb.