

**Aviation Safety Investigation Report
198502570**

Transavia PL12 T-400

05 December 1985

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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.

Occurrence Number: 198502570
Location: Cudal NSW
Date: 05 December 1985
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1215 aprx

	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: Transavia PL12 T-400

Registration: VH-TRX

Serial Number:

Operation Type: Aerial Work (Solo Check Flight)

Damage Level: Substantial

Departure Point: Cudal NSW

Departure Time: 1215 aprx

Destination: Cudal NSW

Approved for Release: 20th December, 1985

Circumstances:

The pilot was a member of a group of Chinese ex-military pilots who were being trained to allow them to reach the equivalent of an Australian Agricultural rating. He had almost completed this course and was being checked on a simulated spraying exercise by an Examiner of Airmen watching from the ground. The pilot, who did not speak English, was being provided with instructions via an interpreter. At the completion of the check, the pilot intended to carry out a normal landing into the east. However as he was about to turn downwind, he was advised to "come back quickly". A steep turn was made to position the aircraft on a low and close base for landing into the west. The final approach turn was overshoot, and during the attempt to line up with the strip the aircraft stalled, struck the ground heavily and overturned. The instructor supervising the training of the pilots had noticed that thunderstorms were developing about 20 kilometres south of the strip. He had asked the interpreter to advise the remaining pilots not to waste time during their respective flights, in case the storms moved closer. The interpreter, who did not have an aeronautical background, had misconstrued the message and had passed the instruction to return quickly to the pilot. During the modified approach the pilot had not monitored the airspeed and had insufficient height available to recover control when the aircraft stalled.