

**Aviation Safety Investigation Report
199001976**

Mitsubishi MU2B-30

9 April 1990

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.

This accident was not formally investigated by the Bureau.

Occurrence Number: 199001976 **Occurrence Type:** Accident
Location: Bankstown Airport NSW
Date: 9 April 1990 **Time:** 1950
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: Mitsubishi MU2B-30
Registration: VH-WMW
Serial Number: 544
Operation Type: Aerial Work
Damage Level: Substantial
Departure Point: Bankstown NSW
Departure Time: N/A
Destination: Sydney NSW

Approved for Release: 10th April 1991

Circumstances:

The aircraft had previously been parked for maintenance in a relatively confined area between two hangars. It was close to and facing a fence, in a position which did not allow sufficient room for a U-turn to taxi out. The grass surface was boggy after rain. The pilot sought assistance from a person in an adjoining hangar but there was no suitable tow bar, and the two could not manhandle the aircraft. The pilot then reversed the aircraft out until the wheels reached a small ridge at the edge of the taxiway. From this position there was then room to make a U-turn to the right. The pilot initially turned the aircraft slightly left to give himself more room before turning right. However, when he applied right rudder and brake, the aircraft failed to respond and continued ahead, sliding on the slippery surface. It then collided with a brick wall, damaging the nose cone and left wingtip and causing considerable damage to the wall.