Aviation Safety Investigation Report 198601417

Transavia PL12

21 April 1986

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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.

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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: 198601417 Occurrence Type: Accident

Location: 7km south of Avenel VIC

Date: 21 April 1986 **Time:** 1558

Highest Injury Level: Minor

Injuries:

| | Fatal | Serious | Minor | None |
|-----------|-------|---------|-------|------|
| Crew | 0 | 0 | 0 | 0 |
| Ground | 0 | 0 | 0 | - |
| Passenger | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 1 | 0 |

Aircraft Details: Transavia PL12

VH-BPR **Registration:**

Serial Number:

Operation Type: Aerial Work (Spreading)

Damage Level: Substantial

Departure Point: Agricultural strip near

Avenel VIC

Departure Time: 1558

Agricultural strip near **Destination:**

Avenel VIC

Approved for Release: August 20th 1986

Circumstances:

The pilot had been spreading in the general area of the strip for most of the afternoon. When he commenced operations to the south of the strip an area of sink was experienced on approach to the selected paddock. To allow for this, a reduced weight was uplifted on following flights, and a further six loads were spread successfully. However, as he commenced the turn to line up for the first spreading run with a new load, strong sink and turbulence were encountered. Realising that the aircraft would not clear a line of trees, the pilot continued the turn to the left but the angle of bank suddenly increased and the nose pitched down. The pilot dumped the load and applied right rudder but the aircraft struck the ground heavily. No defect with the aircraft was subsequently discovered which may have contributed to the development of the accident. It was likely that the aircraft was affected by a strong wind gust, which generated a substantial downdraft. The aircraft stalled during the pilot's efforts to avoid the trees, and there was insufficient height available in which a recovery could be effected. It was possible that had the pilot dumped the load before the aircraft stalled, the aircraft may have had sufficient performance to counteract the downdraft.