

Aviation Safety Investigation Report
198800126

Cessna 188-A1

1 July 1988

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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: 198800126
Location: 18 kms NW of Newdegate WA
Date: 1 July 1988
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident
Time: 1315

	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 188-A1
Registration: VH-DOW
Serial Number: 188-0124
Operation Type: Aerial Work
Damage Level: Substantial
Departure Point: 18 km NW Newdegate WA
Departure Time: 1314
Destination: 18 km NW Newdegate WA

Approved for Release: 13 February 1989

Circumstances:

The aircraft was being used to spread urea. The day's operations had commenced late because of morning fog. On becoming airborne on this particular occasion the pilot commenced a low-level shallow right turn to avoid a stand of trees and to track to the nearby treatment area. However, on entering the turn the pilot noticed that he was tracking towards a solitary small tree so he rolled the aircraft to wings level to avoid this obstacle. He was aware that this track would take him towards a strand of trees, but he was unable to determine his distance from them because of sun glare on the windscreen. The aircraft struck trees on the edge of the strand at a height of about 10 feet above ground level then impacted the ground. The left main gear leg was torn off and the aircraft slid to a halt. The flight was the pilot's sixteenth takeoff from the strip for the day. He was aware of all the obstructions, but was evidently affected by a number of factors which can be associated with agricultural operations. These included a build-up of urea dust on the windscreen; high workload; the need to pre-plan the next stage of the operation etc. These factors probably led the pilot to temporarily forget the locations of the various obstructions in the area.

Significant Factors:

It was considered that the following factors were relevant to the development of the accident

1. The pilot temporarily forgot the locations of obstructions to the flight path.
2. Sun glare on the windscreen, exacerbated by a build-up of urea dust.