

**Aviation Safety Investigation Report  
198400041**

**CESSNA A188-B**

**29 September 84**

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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.

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](http://www.atsb.gov.au).**

**Occurrence Number:** 198400041                      **Occurrence Type:** Accident  
**Location:** "Coreen" Property, 120 km West of Rockhampton QLD  
**Date:** 29 September 84                      **Time:** N/A  
**Highest Injury Level:** Nil  
**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

**Aircraft Details:** CESSNA A188-B  
**Registration:** VH-EVU  
**Serial Number:**  
**Operation Type:** Aerial Work (Agricultural)  
**Damage Level:** Substantial  
**Departure Point:** "Coreen" Property QLD  
**Departure Time:** N/A  
**Destination:** "Coreen" Property QLD

**Approved for Release:** 18th February, 1986

**Circumstances:**

The strip being used was aligned southeast and the wind of 15 knots was swinging from southeast to southwest. On the second takeoff for the day acceleration was sluggish and the pilot kept the main wheels in contact with the strip surface for longer than normal before allowing the aircraft to become airborne. Shortly after lift off the aircraft mushed and the wheels contacted the ground. The pilot abandoned the takeoff attempt and the aircraft came to rest 240 metres beyond the end of the strip after sustaining damage to the left wing and landing gear. The pilot had limited experience on the type and did not appreciate that the engine was not developing full power during the take-off attempt. The mixture control cable outer sheath was found to be broken, in such a position that it could randomly prevent full travel of the mixture control, with consequent reduction of fuel flow to the engine.