

**Aviation Safety Investigation Report  
199002038**

**Chinook WT II**

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

This accident was not formally investigated by the Bureau.

**Occurrence Number:** 199002038      **Occurrence Type:** Accident  
**Location:** "Trundle Park" 5 kms South of Trundle NSW  
**Date:** 16 March 1990      **Time:** 1150  
**Highest Injury Level:** Serious  
**Injuries:**

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

**Aircraft Details:** Chinook WT II  
**Registration:** 10-1231  
**Serial Number:** N/K  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** "Trundle Park" NSW  
**Departure Time:** 1100  
**Destination:** "Trundle Park" NSW

**Approved for Release:** 1st March 1991

**Circumstances:**

The aircraft was approaching to land into a 15 knot wind, with a slight crosswind component from the left. At about 60 feet above ground, the wind suddenly dropped completely, probably due to terrain and buildings. As the pilot yawed the nose of the aircraft to the right to line up with the strip the right wing stalled. The aircraft entered an incipient spin and impacted the ground nose first, approximately 100 metres to the right of the strip.