

**Aviation Safety Investigation Report
198902564**

Cessna T188C

29 June 1989

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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: 198902564 **Occurrence Type:** Accident

Location: "Dalkieth" (3.5 kms West of Cassilis) NSW

Date: 29 June 1989 **Time:** 1430

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: Cessna T188C

Registration: VH-KNL

Serial Number: T18803617T

Operation Type: Aerial Work

Damage Level: Substantial

Departure Point: "Dalkieth" NSW

Departure Time: 1430

Destination: "Dalkieth" NSW

Approved for Release: 9th August 1989

Circumstances:

The aircraft was engaged to spray pasture with insecticide. After a ground inspection of the treatment area, the aircraft was loaded, prior to its first take-off from the strip. Another company aircraft was also operating from the 800 metre long strip. Take-off direction was to the west, with a 2 uphill slope, and a 2 to 3 knot tailwind component. The first aircraft departed without problem. The pilot of VH-KNL, departing some three minutes later, reported that the aircraft's tail was slow to lift off the ground. Some 700 metres from the start of the take-off run, the aircraft encountered soft ground. The pilot selected 20 degrees of flap but this had little effect. The aircraft became airborne and he commenced to dump his load. The aircraft struck a ridge 30 metres from the end of the airstrip, bounced and came to rest on a second ridge 200 metres further on. The pilot reported that the engine had been operating normally, but that he had been late dumping his load, when the aircraft failed to perform. There had been insufficient strip remaining to abandon the take-off. This accident was not the subject of a formal on-site investigation.

Significant Factors:

The following factors were considered relevant to the development of the accident

1. The reasons that the aircraft did not become airborne were not determined, but it is probable that the aircraft was either overloaded for the conditions, or it experienced an increased tailwind component during the take-off.
2. The pilot was slow to dump the load.