

**Aviation Safety Investigation Report
198901566**

Cessna 180J

31 December 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.

This accident was not the subject of an on-scene investigation.

Occurrence Number: 198901566 **Occurrence Type:** Accident
Location: Bathurst Harbour TAS
Date: 31 December 1989 **Time:** 1200
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	2
Total	0	0	0	4

Aircraft Details: Cessna 180J
Registration: VH-NDD
Serial Number: 18052450
Operation Type: Private
Damage Level: Substantial
Departure Point: Bathurst Harbour TAS
Departure Time: 1200
Destination: Bathurst Harbour TAS

Approved for Release: 27th September 1990

Circumstances:

On the flight to Bathurst Harbour immediately prior to the accident the pilot-in-command occupied the left pilot seat and the co-pilot occupied the right pilot seat. Shortly after take-off on that flight the pilot-in-command handed over control of the aircraft to the co-pilot who was very experienced on tailwheel aircraft. The co-pilot landed the aircraft at Bathurst Harbour without any problem. After a short time sightseeing the party boarded the aircraft for DEPARTURE. The copilot was again handling the controls. Taxiing and the initial takeoff run appeared normal but when the tail was raised the aircraft swung to the left. The takeoff was discontinued but directional control was not regained. The aircraft left the strip and came to rest in a peat bog a short distance further on. After the accident the co-pilot's rudder pedals were found to be in the stowed position which disconnects them from the rudder control system. It was not determined when the pedals were put in the stowed position, but it was determined that the co-pilot had not been briefed on the rudder pedal stow system.

Significant Factors:

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

- 1 Inadequate preflight inspection carried out.
- 2 The co-pilot was not briefed on the rudder pedal stow system.
- 3 Take-off was attempted with the rudder pedals stowed.
- 4 Loss of directional control on takeoff.