

**Aviation Safety Investigation Report**  
**198800129**

**Cessna C188**

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

**Occurrence Number:** 198800129 **Occurrence Type:** Accident  
**Location:** 20 km South of Wongan Hills WA  
**Date:** 27 July 1988 **Time:** 1630  
**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 C188  
**Registration:** VH-RYO  
**Serial Number:** 18801353  
**Operation Type:** Aerial Work  
**Damage Level:** Substantial  
**Departure Point:** 20 km South of Wongan Hills WA  
**Departure Time:** N/A  
**Destination:** 20 km South of Wongan Hills WA

**Approved for Release:** 13 February 1989

#### **Circumstances:**

The pilot had completed a number of take-offs and landings from the one-way agricultural strip prior to the final flight. On each of the previous flights the pilot had turned right after take-off, climbed out and carried out spreading operations over ground that fell away from the strip. On the final flight the pilot was to carry out spreading on a paddock to the left and uphill from the strip. The pilot inspected the rising ground and assessed that the aircraft's performance was sufficient to outclimb the rising ground with safety. The final take-off was normal until the pilot had reduced power, raised the flaps and commenced a slight left hand turn. At that point the pilot observed that the aircraft appeared to lose height, relative to the ground, and he considered dumping the load and landing the aircraft on the up slope. He rejected both of these options as he considered that obstructions caused by a fence and a powerline would make the situation worse. Before the pilot could take any further action the aircraft's mainwheels touched down, the aircraft bounced back into the air, collided with the fence and came to a stop in a recently ploughed and planted paddock, just short of the powerline. At the time of take-off, wind conditions may have created slight downdrafts. The gradient of the rising ground was about 7 percent. With optimum conditions (airspeed control, engine performance, etc.), at the prevailing density altitude and aircraft weight, the aircraft could have been expected to outclimb the rising ground. In this case the conditions were not optimum and the aircraft flew into the ground and fence.

#### **Significant Factors:**

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

1. The pilot misjudged the aircraft's take-off performance in relation to the terrain under the intended track.
2. The pilot selected an unsuitable climb out path.
3. The pilot was unable to avoid the fence.