

**Aviation Safety Investigation Report
199001991**

CESSNA C188

08 June 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.

This accident was not formally investigated by the Bureau.

Occurrence Number: 199001991 **Occurrence Type:** Accident
Location: Wee Waa NSW
Date: 08 June 1990 **Time:** 1000
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 C188
Registration: VH-KZE
Serial Number: 18803223T
Operation Type: Aerial Work
Damage Level: Substantial
Departure Point: Wee Waa NSW
Departure Time: 1000
Destination: Wee Waa NSW

Approved for Release: 5th November 1990

Circumstances:

The aircraft was to spread 600 Kilograms of nitrate on a local wheat crop. The weather was clear with a gusting 10 knot crosswind/tailwind from the left. Takeoff from runway 04 was normal until as the tail was raised a swing developed to the left which could not be corrected by opposite rudder and braking. The aircraft veered off the runway the throttle was closed and the aircraft settled back on three wheels but continued to swing to the left. The pilot concerned he would collide with a levy bank to the left of the strip applied left brake in an attempt to ground loop the aircraft and stop. However the right mainwheel sank into the soft surface resulting in damage to the right wing tailplane and tailwheel. The pilot later said that the gusting crosswind from the right plus the natural tendency of the aircraft to swing to the left could not be counteracted by opposite rudder and brake.