

**Aviation Safety Investigation Report**  
**198501870**

**MU2B-60**

**26 November 1985**

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).**

**Occurrence Number:** 198501870  
**Location:** Essendon VIC  
**Date:** 26 November 1985  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Incident

**Time:** 2152

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

**Aircraft Details:** MU2B-60  
**Registration:** VH-MIU  
**Serial Number:** 798SA  
**Operation Type:** Charter (Freight)  
**Damage Level:** Nil  
**Departure Point:** Essendon  
**Departure Time:** N/A  
**Destination:** Sydney NSW

**Approved for Release:** December 8th 1987

**Circumstances:**

The pilot reported that the take-off on runway 17 proceeded normally until immediately after the gear was selected up. At this point the aircraft pitched up and rolled to the left. The pilot pushed the auto-pilot release button on the control column and heard the release annunciator sound, however he noted that the yaw damper and auto-pilot annunciators were illuminated. He also noted the elevator trim wheel moving and shortly thereafter the stick shaker began to operate at an aircraft speed of about 115 knots. The aircraft was manoeuvred for a successful landing on runway 26. It was determined that water had entered the auto-pilot computer via a faulty seal on the electronics compartment door. Prior to take-off the pilot armed the flight director system in the indicated air speed and heading modes. During the take-off run the auto-pilot engaged, wound the elevator trim nose up and commanded a left turn. The pilot managed to overpower the auto-pilot inputs by applying extremely high forces to the control column, but in doing so was unable to withdraw one hand from this task to trip the circuit breaker controlling power to the auto-pilot.