

**Aviation Safety Investigation Report
199002009**

DeHavilland DHC-2

28 September 1990

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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: 199002009 **Occurrence Type:** Accident
Location: "Cooplacurripa" 30 km NW Wingham NSW
Date: 28 September 1990 **Time:** 1500
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: DeHavilland DHC-2
Registration: VH-OMO
Serial Number: 1541
Operation Type: Aerial Work
Damage Level: Substantial
Departure Point: "Cooplacurripa" NSW
Departure Time: N/A
Destination: "Cooplacurripa" NSW

Approved for Release: 5th April 1991

Circumstances:

The aircraft was engaged in spreading superphosphate from a strip on the property being treated. The pilot said that during the takeoff the aircraft became airborne prematurely due to surface undulations. In order to keep the aircraft flying he attempted to lower a little more flap, but inadvertently selected "flaps up", resulting in the aircraft settling onto the strip. Although the pilot realised his error and reselected takeoff flap, he was too late to prevent the tail of the aircraft from striking the boundary fence. He could see the left tailplane was damaged and determined the left elevator was missing by observing the ground shadow of the aircraft. The aircraft was able to be flown for a safe landing.