

**Aviation Safety Investigation Report  
198903765**

**Cessna A118B-A1**

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

**Occurrence Number:** 198903765  
**Location:** 14 km NE of Comet QLD  
**Date:** 17 April 1989  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident  
**Time:** 730

|              | 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 A118B-A1  
**Registration:** VH-EVU  
**Serial Number:** 18801283  
**Operation Type:** Aerial Work  
**Damage Level:** Substantial  
**Departure Point:** 14 km NE of Comet QLD  
**Departure Time:** 0730  
**Destination:** 14 km NE of Comet QLD

**Approved for Release:** 30th November 1989

#### **Circumstances:**

The pilot had flown the aircraft from his base to the property strip earlier in the morning. The aircraft was loaded with 375 kilograms of a pelletised material called "Grassland" for spreading. The performance of the aircraft up to this time had been normal. The pilot reported that the initial part of the takeoff run appeared normal. However, as the aircraft approached the end of the strip, he became aware that the airspeed was about 10 knots below the desired speed. The aircraft became airborne, struck some small trees, and continued to lose performance before coming to rest about one kilometre from the end of the strip. Examination of the aircraft determined that the engine compression was low and that one cylinder was cracked. No positive reason for a sudden reduction in performance on this takeoff was found. The pilot reported that he had not thought about dumping the load as he was busy flying the aircraft and trying to maintain control. The product was expensive and the pilot's actions indicated that he might have been concerned about the commercial implications of dumping the load.

#### **Significant Factors:**

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

1. Engine malfunction caused by a faulty cylinder and low compression.
2. The pilot did not initiate dumping of the load.