

**Aviation Safety Investigation Report
198901541**

Cessna A188B/A1

27 April 1989

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.

Occurrence Number: 198901541
Location: 9 km S of Violet Town VIC
Date: 27 April 1989
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident
Time: 845

	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 A188B/A1
Registration: VH-PQV
Serial Number: 18801416
Operation Type: Aerial Work
Damage Level: Destroyed
Departure Point: 9 km S of Violet Town VIC
Departure Time: 0845
Destination: 9 km S of Violet Town VIC

Approved for Release: 22nd August 1989

Circumstances:

The takeoff was carried out downhill, at maximum gross weight, on a 570 metre agricultural strip with a load of superphosphate. When the aircraft had not become airborne with 60 metres of strip remaining, the pilot commenced dumping the load. However, the aircraft overran the strip before becoming airborne and flew very low over the surface of a farm dam. The landing gear impacted the earthen dam wall and the left maingear assembly detached from the airframe. The aircraft continued descending down a gully, through scrub, before settling into rocks. It then slewed around and came to rest upright. As the pilot vacated the wreckage, a fire erupted in the engine bay. The aircraft was subsequently destroyed by fire. An inspection of the wreckage did not reveal any fault that may have contributed to the occurrence. From a witness's description of the combined noise of the engine and propeller during the takeoff roll, it is probable that the pilot attempted the take off without the propeller in the full fine pitch position. Examination of the wreckage found the pitch control setting in the mid-range position.

Significant Factors:

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

1. The pilot probably attempted the take off without the propeller in full fine pitch.
2. The pilot was late in dumping the load of superphosphate.