

**Aviation Safety Investigation Report  
198903771**

**Cessna A188B-A1**

**5 May 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.

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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).**

This accident was not the subject of an on site investigation.

**Occurrence Number:** 198903771      **Occurrence Type:** Accident  
**Location:** Talbragah Station (40 km SE Surat) QLD  
**Date:** 5 May 1989      **Time:** 1515  
**Highest Injury Level:** Minor  
**Injuries:**

	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>1</b>	<b>0</b>

**Aircraft Details:** Cessna A188B-A1  
**Registration:** VH-IEQ  
**Serial Number:** 18801652  
**Operation Type:** Aerial Work  
**Damage Level:** Destroyed  
**Departure Point:** Blenheim Station QLD  
**Departure Time:** 1450  
**Destination:** Blenheim Station QLD

**Approved for Release:** June 28th 1989

**Circumstances:**

The pilot reported that he had made five spray runs and was completing a procedure turn when the aircraft began to sink. He immediately applied full throttle and maximum RPM but the aircraft did not respond. The pilot stated that while his attention was on avoiding some tall trees, he was unable to grab the dump cable handle. The aircraft impacted the ground, nosed over, and came to rest inverted. The cockpit was immediately engulfed in flames, but the pilot was able to free himself and escape through the left side hatch. The aircraft exploded shortly after the pilot had vacated. The engine was torn out by impact and was thrown clear of the fire. The engine was later test run satisfactorily and was considered to be capable of developing full power.

**Significant Factors:**

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

1. The aircraft encountered sink whilst completing a procedure turn.
2. The aircraft did not respond to application of full power - cause not determined