## **Aviation Safety Investigation Report 198501413**

Transavia PL 12

**31 December 1985** 

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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.

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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.

Occurrence Number: 198501413 Occurrence Type: Accident

**Location:** 10 km West Bridport TAS

**Date:** 31 December 1985 **Time:** N/A

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:** Transavia PL 12

**Registration:** VH-MLJ

**Serial Number:** 

Aerial Work (Agricultural

Operation Type: Spraying)

Damage Level: Substantial

**Departure Point:** 10 km West Bridport TAS

**Departure Time:** N/A

**Destination:** 10 km West Bridport TAS

Approved for Release: 29th January, 1986

## **Circumstances:**

The aircraft was being operated from a strip which had been cleared in a hay paddock. The pilot was aware that the strip was of marginal length and had therefore reduced the load to be carried. On take-off, the aircraft accelerated normally to about 40 knots but the performance then appeared to stagnate. The pilot attempted to dump the load, but only partial dumping was achieved before the right main gear struck a fence post as the aircraft became airborne. The impact displaced the gear, however the aircraft remained under control and the pilot diverted the aircraft to a more suitable aerodrome. The right main gear became completely dislodged during the landing. A subsequent inspection of the strip revealed that it had a soft sandy surface, covered with short and thick grass. Heavy rain had fallen in the area during the night and early morning, and the grass was very wet at the time of the take-off. When calculating the load he could safely carry from the strip, the pilot had not appreciated the degree to which the surface conditions would affect the take-off performance.