

**Aviation Safety Investigation Report
198400053**

Cessna A188B-A1

14 December 1984

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: 198400053

Occurrence Type: Accident

Location: 6 km SE of Kingaroy QLD

Date: 14 December 1984

Time: 1620

Highest Injury Level: Minor

Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	0	0
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	1	0

Aircraft Details: Cessna A188B-A1

Registration: VH-FZD

Serial Number:

Operation Type: Agricultural Rating Test

Damage Level: Destroyed

Departure Point: Kingaroy QLD

Departure Time: 1610

Destination: Kingaroy QLD

Approved for Release: 7th March 1985

Circumstances:

As part of the final phase of the rating test, the pilot was required to spray a paddock. An inspection of the area to be treated was carried out. During the procedure turn at the end of the second spray run, the nose dropped and the aircraft struck the ground in a near vertical attitude. The pilot had incorrectly assessed the wind direction and had carried out the procedure turns at the end of the spray runs in the wrong direction. In an effort to align the aircraft for the next run, the pilot tightened the turn and the aircraft stalled.