

**Aviation Safety Investigation Report  
198600129**

**Transavia PL 12**

**06 February 1986**

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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:** 198600129

**Occurrence Type:** Accident

**Location:** 5 km NE Nannup WA

**Date:** 06 February 1986

**Time:** 1800

**Highest Injury Level:** Nil

**Injuries:**

	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:** Transavia PL 12

**Registration:** VH-ABU

**Serial Number:**

**Operation Type:** Aerial Work (Agricultural)

**Damage Level:** Substantial

**Departure Point:** 5 km NE Nannup WA

**Departure Time:** 1745

**Destination:** 5 km NE Nannup WA

**Approved for Release:** May 12th 1986

**Circumstances:**

The pilot was operating from a strip on top of a ridge line. Because of the slope of the strip, landings were being made with a quartering tailwind of about 10 to 15 knots. At the end of a landing roll, the pilot commenced to turn around prior to reloading, when the wind gusted to about 25 knots. The pilot applied more power in order to assist the turn, but the nosewheel bounced into the air. The aircraft weathercocked and ran off the side of the strip. It then ran down the slope of the ridge line until the nosewheel entered a large hole and the aircraft overturned. The pilot attempted to turn the aircraft around for reloading while traversing an area of rough ground adjacent to a steep slope at the side of the strip. All previous turns to position for reloading had been conducted on a flat area on the opposite side of the strip. However, the pilot decided to reverse the direction of turn to assist the loader driver who was experiencing difficulty in positioning the loader close to the aircraft.