

**Aviation Safety Investigation Report
198600139**

Transavia PL-12

4 June 1986

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: 198600139

Occurrence Type: Accident

Location: 22km East of Bunbury WA

Date: 4 June 1986

Time: 1058

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-AGK

Serial Number:

Operation Type: Aerial Work(Spreading)

Damage Level: Substantial

Departure Point: White's Strip, 24km East of
Bunbury WA

Departure Time: 1058

Destination: White's Strip WA

Approved for Release: November 17th 1986

Circumstances:

The pilot was engaged in spreading fertilizer on a forest. The airstrip being used was in a valley and to fly to the area of operation the aircraft had to cross a ridge line. As the aircraft approached the ridge the pilot stated that he noticed that the aircraft was descending, he applied full power and jettisoned the load. However, the stub wing of the aircraft struck some tall trees below the top of the ridge and a short distance later the forward flight of the aircraft was arrested when it collided with a large tree. The aircraft slid down the tree and became wedged between it and two other trees. The pilot was able to evacuate himself from the wreckage and walk to the airstrip. The pilot had taken 19 loads across the ridge line en-route to the treatment area prior to the accident flight. He had been clearing the tree- tops on the ridge by 30-60 feet on each run and planned to do the same this time. However, as the aircraft approached the ridge line the pilot reported that it encountered a downdraught. The presence of downdraughts in the area could not be substantiated by either other pilots or meteorology reports.