

**Aviation Safety Investigation Report
199801262**

**Gippsland Aeronautic Pty Ltd
Fatboy**

17 April 1998

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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: 199801262 **Occurrence Type:** Accident
Location: 20km SE Mount Gambier, Aerodrome
State: SA **Inv Category:** 4
Date: Friday 17 April 1998
Time: 1230 hours **Time Zone** CST
Highest Injury Level: Minor
Injuries:

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

Aircraft Manufacturer: Gippsland Aeronautic Pty Ltd
Aircraft Model: GA-200
Aircraft Registration: VH-SAV **Serial Number:** 2009519
Type of Operation: Commercial Aerial Agriculture - Other
Damage to Aircraft: Destroyed
Departure Point: Pond Flat Forestry Strip SA
Departure Time: 1100 CST
Destination:

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	203.4	2304

Approved for Release: Tuesday, June 16, 1998

The pilot of a Gippsland Aeronautics GA 200 agricultural aircraft was conducting topdressing of paddocks and was operating from a nearby forestry airstrip. The pilot had completed the first load with a reduced hopper capacity to assess the aircraft's performance. He determined that sufficient margin existed to increase the next load, and an additional 150 - 200 kg of superphosphate was added to the hopper for the second flight.

The pilot reports that the initial take-off roll appeared satisfactory, with the aircraft accelerating normally. However, shortly after lift-off, the engine coughed momentarily and the aircraft began to lose climb performance. The engine quickly recovered, but not before the climb gradient had been substantially reduced.



The pilot had commenced dumping the load but was unable to clear the pine trees upwind of the agricultural strip. The aircraft entered the trees wings level in the climbing attitude. The aircraft came to rest in an inverted attitude and was substantially damaged during the impact sequence. The cockpit structure survived the impact and the pilot was able to vacate the aircraft without assistance.

Subsequent investigation by the aircraft operator did not establish a reason for the reported engine malfunction.

