

**Aviation Safety Investigation Report
199700648**

**Air Tractor Inc
AT-301**

01 March 1997

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 Executive Director 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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199700648 **Occurrence Type:** Accident
Location: Millmerran
State: QLD **Inv Category:** 4
Date: Saturday 01 March 1997
Time: 1305 hours **Time Zone** EST
Highest Injury Level: Serious
Injuries:

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

Aircraft Manufacturer: Air Tractor Inc
Aircraft Model: AT-301
Aircraft Registration: VH-FAA **Serial Number:** 301-0197
Type of Operation: Non-commercial Aerial Application/Survey etc
Damage to Aircraft: Substantial
Departure Point: Millmerran
Departure Time: 1047 EST
Destination: Brookstead Farm

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	63.0	899

Approved for Release: Thursday, May 15, 1997

The pilot reported that he was carrying out an inspection of the area to be treated when the engine made an unusual noise and began to vibrate. The pilot immediately turned the aircraft for a return to the departure airstrip and when power was reduced the engine began to run roughly. The engine then began to lose power and the pilot had to pump the throttle to keep the engine going. The pilot said he reached the end of the strip and on touchdown the right wheel struck soft ground. The right wingtip then struck the ground and the aircraft nosed over. The pilot was suspended upside down by the seat harness and was drenched by organophosphate leaking from the hopper. The pilot could not open the door due to the cockpit roof being buried in mud. He was then forced to kick the window out to evacuate, and lost portion of his ring finger and broke bones in his left hand during his egress.