

**Aviation Safety Investigation Report  
199702652**

**Air Tractor Inc  
Air Tractor**

**20 August 1997**

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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:** 199702652                      **Occurrence Type:** Accident  
**Location:** 4.1km S Pine Point  
**State:** SA                                              **Inv Category:** 4  
**Date:** Wednesday 20 August 1997  
**Time:** 1630 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        |
| <b>Total</b> | <b>0</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>1</b> |

**Aircraft Manufacturer:** Air Tractor Inc  
**Aircraft Model:** AT-502B  
**Aircraft Registration:** VH-AWG                                              **Serial Number:** 502B-0259  
**Type of Operation:** Commercial      Aerial Agriculture - Other  
**Damage to Aircraft:** Destroyed  
**Departure Point:** Pine Point SA  
**Departure Time:**  
**Destination:** Pine Point SA

**Crew Details:**

| <b>Role</b>      | <b>Class of Licence</b> | <b>Hours on</b> |                    |
|------------------|-------------------------|-----------------|--------------------|
|                  |                         | <b>Type</b>     | <b>Hours Total</b> |
| Pilot-In-Command |                         | 2450.0          | 3300               |

**Approved for Release:** Monday, September 29, 1997

The pilot reported that he was flying an AT502 Airtractor aircraft in calm weather conditions, applying liquid fertiliser to a cereal crop. Whilst conducting a procedure turn for the clean up run, he felt one wing drop slightly followed by the other wing. After the third wing drop, he managed to maintain wings level, but the aircraft seemed to be in turbulence and continued to descend. The aircraft struck the ground with the right wing and broke up with the pilot sustaining leg injuries.

The pilot reported that the turn was conducted close to the stall and he considered that the turbulence experienced was created by the aircraft during the turn.

