

**Aviation Safety Investigation Report
199600318**

**Air Tractor Inc
Airtractor**

01 February 1996

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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: 199600318 **Occurrence Type:** Accident
Location: 18km E North Star, (ALA)
State: QLD **Inv Category:** 4
Date: Thursday 01 February 1996
Time: 1430 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Air Tractor Inc
Aircraft Model: AT-401
Aircraft Registration: VH-ODK **Serial Number:** 0689
Type of Operation: Commercial Aerial Agriculture - Other
Damage to Aircraft: Substantial
Departure Point: Goondiwindi QLD
Departure Time: 1415 EST
Destination: 18km E North Star QLD

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	130.0	10000

Approved for Release: Wednesday, April 3, 1996

The pilot stated that he departed the Aircair base strip at Boggabilla at about 1415 EST after refuelling, and proceeded to a farm strip at "Eddlington" nine kms due east of North Star, to spray herrbicide.

He approached the strip from the north-west and and turned for a straight in approach. The pilot said he had used the strip 2 days before and was familiar with it. The wind was from the west tending south-west at four to five knots, and he landed the aircraft "well to the north end of the strip". He stated that as he touched down the aircraft turned violently to the right through 180 degrees and proceeded backwards and to the right into the sorghum crop where it came to rest. The left wing was damaged and the rear fuselage was broken. The pilot said that on investigation he found that the right wing had struck a dirt bank concealed by long grass, and this caused the sudden loss of directional control.