

**Aviation Safety Investigation Report  
199603362**

**Weatherly Aviation Company Ltd  
620A**

**17 October 1996**

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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).**

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:** 199603362                      **Occurrence Type:** Accident  
**Location:** 9km SSE Inverleigh  
**State:** VIC    **Inv Category:** 4  
**Date:** Thursday 17 October 1996  
**Time:** 0900 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Weatherly Aviation Company Ltd  
**Aircraft Model:** 620A  
**Aircraft Registration:** VH-WEA                                      **Serial Number:** 1528  
**Type of Operation:** Commercial      Aerial Agriculture - Other  
**Damage to Aircraft:** Substantial  
**Departure Point:** Inverleigh Vic  
**Departure Time:**  
**Destination:** Inverleigh Vic

**Crew Details:**

| <b>Role</b>      | <b>Class of Licence</b> | <b>Hours on<br/>Type Hours Total</b> |
|------------------|-------------------------|--------------------------------------|
| Pilot-In-Command |                         | 1950                                 |

**Approved for Release:** Tuesday, October 22, 1996

The pilot was involved in spraying operations and this was his first takeoff for the day. The strip was 700 m long, covered with 30 cm long grass and ran downhill to the east. There was no wind at ground level so takeoff was to the east.. After lift off, at an altitude of about 10 ft, the pilot experienced tail buffet and then sink. The aircraft then hit a fence and gate at the end of the strip which tore off a spray boom, tailwheel and main wheel. The pilot dumped the load and landed straight ahead.

After the accident the pilot and the company chief pilot made a closer assessment of the strip and surrounding terrain. That assessment indicated that the point from where the take-off run was commenced was probably shielded from a light westerly breeze (ie a tailwind) but once the aircraft got airborne closer to the eastern end of the strip, the westerly breeze was encountered. Although the strip was covered in long grass, it was evident from wheel marks that the aircraft had become airborne after a ground roll of between 450 and 500 m.