

**Aviation Safety Investigation Report  
199604036**

**Air Tractor Inc  
AT-502**

**10 December 1996**

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](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.

<b>Occurrence Number:</b>	199604036	<b>Occurrence Type:</b>	Accident
<b>Location:</b>	'Iffley' via Collarenebri		
<b>State:</b>	NSW	<b>Inv Category:</b>	4
<b>Date:</b>	Tuesday 10 December 1996		
<b>Time:</b>	0105 hours	<b>Time Zone</b>	ESuT
<b>Highest Injury Level:</b>	None		

<b>Aircraft Manufacturer:</b>	Air Tractor Inc		
<b>Aircraft Model:</b>	AT-502		
<b>Aircraft Registration:</b>	VH-CJZ	<b>Serial Number:</b>	502-0026
<b>Type of Operation:</b>	Commercial    Aerial Agriculture - Other		
<b>Damage to Aircraft:</b>	Destroyed		
<b>Departure Point:</b>	Collarenebri NSW		
<b>Departure Time:</b>			
<b>Destination:</b>	Collarenebri NSW		

**Approved for Release:** Wednesday, January 29, 1997

The Air Tractor 502 was conducting spraying operations late at night in fine conditions, with scattered cloud, no moon, and a barely discernable horizon. After levelling at approximately 200 ft from a pull up and procedure turn, the pilot reported that his attention was drawn to another aircraft which was spraying a nearby property. Whilst the pilot was watching the other aircraft the Air Tractor struck the ground at an estimated airspeed of 95 knots.

Wreckage distribution and pilot evidence indicated that, following the initial impact, the aircraft became airborne for a further 200 metres, with no engine or electrical power, before again striking the ground and sliding to a stop. The pilot, who had been wearing a full harness, escaped without injury. The aircraft was destroyed.