

**Aviation Safety Investigation Report  
199500158**

**Gippsland Aeronautic Pty Ltd  
Fatboy**

**24 January 1995**

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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](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:** 199500158                      **Occurrence Type:** Accident  
**Location:** Glen Allyn, Atherton  
**State:** QLD                      **Inv Category:** 4  
**Date:** Tuesday 24 January 1995  
**Time:** 1530 hours                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Gippsland Aeronautic Pty Ltd  
**Aircraft Model:** GA-200  
**Aircraft Registration:** VH-BMJ                      **Serial Number:** 200-9409  
**Type of Operation:** Commercial    Aerial Agriculture - Other  
**Damage to Aircraft:** Substantial  
**Departure Point:** Glen Allyn Tea Estate QLD  
**Departure Time:** 1530 EST  
**Destination:** Glen Allyn QLD

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	61.5	5808

**Approved for Release:** Wednesday, February 15, 1995

Pilot reported that the aircraft encountered sink soon after takeoff. The main wheels contacted the crop (tea) and the aircraft nosed over. The pilot indicated that there were no mechanical problems with the aircraft of which he was aware. The aircraft had been operating with similar loads throughout the day. The wind was gusting at the time of the accident, and there was a possibility of windshear being present. In addition, the pilot had conducted more than 80 flights on the day of the accident, for about 6 hours flying time. It is possible, therefore, that he was suffering some fatigue at the time of the accident.