

**Aviation Safety Investigation Report
199403234**

**Evans Aircraft
VP-2**

02 November 1994

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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: 199403234 **Occurrence Type:** Accident
Location: Somersby
State: NSW **Inv Category:** 4
Date: Wednesday 02 November 1994
Time: 1049 hours **Time Zone** ESuT
Highest Injury Level: Minor
Injuries:

	Fatal	Serious	Minor	None	Total
Crew	0	0	1	0	1
Ground	0	0	0	0	0
Passenger	0	0	1	0	1
Total	0	0	2	0	2

Aircraft Manufacturer: Evans Aircraft
Aircraft Model: VP-2
Aircraft Registration: VH-BXX **Serial Number:** N76
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Somersby NSW
Departure Time: 1045 ESuT
Destination: Maitland NSW

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	ATPL 1st Class		3660

Approved for Release: Friday, May 12, 1995

The pilot reported that the aircraft accelerated normally during the takeoff run, and began a normal climb over tree covered rising ground. At about 100 feet above the tree tops a strong down draught was encountered, which the aircraft was unable to out climb. When it became evident that a collision was inevitable the pilot attempted to stall the aircraft into the trees. The aircraft collided with the tree tops and nosed over, coming to rest inverted. Both occupants were able to vacate the aircraft with minor injuries.