

**Aviation Safety Investigation Report
199301326**

**Heintz-Zenair Ltd
CH200**

13 May 1993

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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: 199301326 **Occurrence Type:** Accident
Location: Near Mareeba Airport
State: QLD **Inv Category:** 4
Date: Thursday 13 May 1993
Time: 0900 hours **Time Zone:** EST
Highest Injury Level: Serious
Injuries:

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

Aircraft Manufacturer: Heintz-Zenair Ltd
Aircraft Model: CH200
Aircraft Registration: VH-DNE **Serial Number:** 229
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Destroyed
Departure Point: Mareeba QLD
Departure Time: 0845 EST
Destination: Mareeba QLD

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	25.0	98

Approved for Release: Tuesday, June 8, 1993

The pilot was taking his passenger for a flight to demonstrate the aircraft. Following preflight and pretakeoff checks the takeoff was commenced from runway 28. The aircraft accelerated normally until 60 knots when the aircraft was established in a 400 feet per minute climb. As the aircraft crossed the upwind threshold it began to sink. The pilot checked the performance and found that the airspeed was 60 knots and the engine was developing full power. He lowered the nose of the aircraft to the straight and level attitude and the aircraft maintained level flight. However, as the nose was raised again to outclimb trees ahead, the aircraft again began to sink. The pilot turned the aircraft to the right towards a clear area but was unable to avoid the trees.

The aircraft came to rest upright in an area covered by 15 foot high regrowth. The pilot was able to extricate himself from the wreckage but because of his injuries could not free the passenger.

The pilot had not operated from Mareeba prior to this flight and was unaware that local pilots do not normally use runway 28 for takeoff because of downdraughts near the upwind threshold.

At the time of the accident the weather was fine and clear with a temperature of 22 degrees Celsius and no wind.
