

**Aviation Safety Investigation Report
199301997**

**Cessna Aircraft Company
Agwagon**

07 July 1993

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: 199301997 **Occurrence Type:** Accident
Location: 28km W Wubin
State: WA **Inv Category:** 4
Date: Wednesday 07 July 1993
Time: 1430 hours **Time Zone** WST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: A188B
Aircraft Registration: VH-DUQ **Serial Number:** 18801315
Type of Operation: Commercial Aerial Agriculture/Baiting
Damage to Aircraft: Substantial
Departure Point: 28km W Wubin WA
Departure Time: 1430 WST
Destination: 28km W Wubin WA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	345.0	1235

Approved for Release: Saturday, October 30, 1993

The pilot was conducting his first take off on the strip. The fully loaded aircraft did not accelerate to flying speed by the end of the strip. The pilot had looked out of the cockpit to identify another company aircraft operating in the same area whilst his aircraft was accelerating down the strip. When he eventually found the other aircraft and returned his attention to the aircraft performance, the pilot determined that the aircraft would not clear the obstacles at the end of the paddock, so he commenced a load dump. He attempted to fly the aircraft over the obstacles, but it hit the tops of several low trees and a fence before colliding with a more substantial tree which swung the aircraft around and caused the right undercarriage leg to collapse.

The pilot felt that long grass and soft earth combined with the maximum all up weight of the aircraft to reduce its take off performance. He had thought, from his initial inspection, that there was sufficient length available for take off from the point where he commenced his take off roll.