

**Aviation Safety Investigation Report
199302189**

**Transavia Corp Pty Ltd
Airtruk**

23 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.

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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: 199302189 **Occurrence Type:** Accident
Location: 30km SE Gnowangerup
State: WA **Inv Category:** 4
Date: Friday 23 July 1993
Time: 1030 hours **Time Zone** WST
Highest Injury Level: None

Aircraft Manufacturer: Transavia Corp Pty Ltd
Aircraft Model: PL-12/T300A
Aircraft Registration: VH-AVG **Serial Number:** G890
Type of Operation: Commercial Aerial Agriculture/Baiting
Damage to Aircraft: Substantial
Departure Point: 30km SE Gnowangerup WA
Departure Time: 1030 WST
Destination: 30km SE Gnowangerup WA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	26.0	2149

Approved for Release: Tuesday, March 29, 1994

On the second flight for the day the pilot took off with an identical load as on the first flight, but the aircraft would not climb after lift off. The aircraft was operating with a tailwind and it was suggested that a gust may have reduced aircraft performance. The pilot recognised the lack of performance immediately and commenced dumping the load, but the performance did not increase sufficiently to avoid contact with two fences and some scrub. Although the aircraft was damaged, the pilot was able to fly a circuit and land on the strip.