Aviation Safety Investigation Report 199602548

Cessna Aircraft Company Agwagon

13 August 1996

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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.

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: 199602548 Occurrence Type: Accident

Location: 35km NE Temora, Aerodrome

State: NSW Inv Category: 4

Date: Tuesday 13 August 1996

Time: 1545 hours **Time Zone** EST

Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company

Aircraft Model: A188B

Aircraft Registration: VH-HPG Serial Number: 18801499

Type of Operation: Commercial Aerial Agriculture - Other

Damage to Aircraft: Substantial

Departure Point: Airstrip, 35km NE Temora

Departure Time: 0545 EST

Destination: Airstrip, 35km NE Temora

Crew Details:

	Hours on		
Role	Class of Licence	Type Hou	ırs Total
Pilot-In-Command	Commercial	259.0	913

Approved for Release: Monday, October 14, 1996

Prior to the arrival of the aircraft to conduct spraying operations, the loader driver inspected the grass strip surface and informed the pilot that its condition was satisfactory for takeoff and landing. The pilot landed the aircraft and subsequently inspected the condition of the strip himself, before taxiing along the centre of the strip to its western end in order to load the aircraft. He then taxiied to the eastern end and commenced to take off towards the west.

The aircraft remained slightly left of the centreline of the strip during the ground roll and encountered an area of soft ground. The pilot lost directional control of the aircraft, which resulted in the left wingtip striking the ground, and the right main landing gear collapsing.

A treeline running north-south was located to the west of the strip. A gap in the treeline, slightly left of the strip centreline, was used by pilots during takeoff to ensure obstacle clearance. The pilot reported that he may have been concentrating on the gap during the takeoff ground roll and allowed the aircraft to veer to the left of the intended takeoff path.