

**Aviation Safety Investigation Report  
198900023**

**Fletcher FU 24-950**

**29 November 1989**

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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 CEO 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 CEO 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](http://www.atsb.gov.au).**



**Significant Factors:**

The following factors were considered relevant to the development of the accident

1. The aircraft was being operated in an overweight configuration for takeoff.
2. The pilot did not adjust the takeoff weight of the aircraft to give an acceptable climb performance.
3. The pilot was unaware of, or had forgotten about, the powerlines to the south-west of the marked pole; or,
4. the pilot misjudged the clearance between the powerlines and the aircraft whilst trying to overfly them.