

**Aviation Safety Investigation Report  
198703462**

**Cessna 402B**

**2 February 1987**

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 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).**

**Occurrence Number:** 198703462 **Occurrence Type:** Accident

**Location:** Mount Dianne, 160km WNW of Cairns QLD

**Date:** 2 February 1987 **Time:** 639

**Highest Injury Level:** Fatal

**Injuries:**

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Ground	0	0	0	-
Passenger	4	3	0	0
<b>Total</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>

**Aircraft Details:** Cessna 402B

**Registration:** VH-TLQ

**Serial Number:**

**Operation Type:** Charter-Carriage of passengers

**Damage Level:** Destroyed

**Departure Point:** Cairns QLD

**Departure Time:** 0639

**Destination:** Mount Dianne QLD

**Approved for Release:** August 25th 1987

**Circumstances:**

The aircraft was the first of a group of four aircraft being used to return staff to an alluvial gold mine after a weekend break. The weather in the area of the destination was not suitable for a visual arrival and the aircraft was initially held for several minutes in an area five kilometres to the south of the strip, awaiting an improvement in the weather. The aircraft was then flown towards the strip and the pilot reported to a following aircraft that there had been a lot of rain and that the strip looked wet. He also advised that he intended to carry out a precautionary circuit and check if it was safe to land. No further transmissions were received from VH-TLQ. The wreckage of the aircraft was subsequently found burning in a river valley, 300 metres west of the threshold of runway 34. Surviving passengers stated that the aircraft struck trees shortly before impact. There were no ground witnesses. The aircraft had impacted the ground in a steep nose down left wing low attitude, at a low forward speed, then cartwheeled up rising ground before coming to rest inverted, 42 metres from the point of impact. The cabin area was destroyed by an ensuing fire. An inspection of wreckage did not reveal any mechanical defect or failure that could have contributed to the accident. The reasons for the apparent loss of control of the aircraft could not be determined.