

**Aviation Safety Investigation Report  
199300055**

**Cessna Aircraft Company  
U206G**

**15 January 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.

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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](http://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:** 199300055                      **Occurrence Type:** Accident  
**Location:** 7km SW Numbulwar  
**State:** NT    **Inv Category:** 4  
**Date:** Friday 15 January 1993  
**Time:** 1245 hours                              **Time Zone** CST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** U206G  
**Aircraft Registration:** VH-AHX                      **Serial Number:**  
**Type of Operation:** Charter Passenger  
**Damage to Aircraft:** Substantial  
**Departure Point:** Ngukurr NT  
**Departure Time:** 1215 CST  
**Destination:** Numbulwar NT

**Crew Details:**

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	Commercial	1500.0	5000

**Approved for Release:** Thursday, March 24, 1994

About 20 minutes into the flight the pilot detected a change in engine noise. Scanning the engine instruments he noticed the manifold pressure and fuel flow indications had decreased, and were continuing to fall slowly.

Application of full throttle and rich mixture had no effect, but when he changed fuel tanks, switched the emergency boost pump on, and check each magneto individually, the power decreased further. Leaning the mixture tended to increase power momentarily.

Retarding the throttle a small amount resulted in a substantial loss of power with the aircraft unable to maintain normal flight. After briefing the passengers and transmitting a "Mayday" call, the pilot carried out a forced landing into lightly timbered country. The aircraft was substantially damaged, but the pilot and passengers escaped uninjured.

Subsequent examination revealed that the throttle/mixture control cable support bracket had fractured, causing a loss of throttle movement between the cockpit control and the fuel control unit at the engine. The fracture was the result of a fatigue crack in the support bracket. The crack had propagated over a period of time.

