

**Aviation Safety Investigation Report
199303581**

**Quickie Aircraft Corporation
Quickie**

30 October 1993

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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.

Occurrence Number: 199303581 **Occurrence Type:** Accident
Location: 25km N Kilcoy
State: QLD **Inv Category:** 3
Date: Saturday 30 October 1993
Time: 1400 hours **Time Zone** EST
Highest Injury Level: Fatal
Injuries:

	Fatal	Serious	Minor	None	Total
Crew	1	0	0	0	1
Ground	0	0	0	0	0
Passenger	1	0	0	0	1
Total	2	0	0	0	2

Aircraft Manufacturer: Quickie Aircraft Corporation
Aircraft Model: Q200
Aircraft Registration: VH-OIO **Serial Number:** V99
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Destroyed
Departure Point: Gunnedah NSW
Departure Time: 0930 EST
Destination: Noosa QLD

Approved for Release: Friday, August 26, 1994

The flight had progressed from Melbourne to Gunnedah, apparently without incident. After refuelling at Gunnedah the aircraft departed for Noosa. No flight plan was submitted, nor were any documents indicating an intended route recovered from the accident site. The aircraft was subsequently observed passing over the parachuting centre at Toogoolawah. Weather in that area was poor, with a low cloud base. Parachuting operations had been suspended due to the cloud.

The aircraft apparently tracked north of Kilcoy and eventually around the northern edge of a range before tracking east. The weather on ranges closer to the coast was probably sufficiently poor to deter the pilot from tracking to the coast. Witnesses saw the aircraft in a valley between Conondale and Kenilworth, to the west of Maroochydore airport. Cloud covered all the ranges around the valley. The aircraft was last observed by one witness to be tracking towards Kilcoy. This information was consistent with the position of and direction to the accident site.

Searchers found wreckage of the aircraft at the top of a ridge line east of the main range to the west of Conondale. The aircraft had collided with the upper portion of a tree while in a left bank. Further breakup of the aircraft continued along a direction of 230 degrees, down the side of the ridge and across a small gully. No evidence of any mechanical defect or abnormality was found. From the available evidence, the aircraft was probably either in cloud or at the base of the cloud at the time of the accident. No evidence was found to indicate that the aircraft was equipped with instrumentation appropriate for flight in instrument meteorological conditions.

Significant Factor

1. The pilot continued flight into weather conditions in which he was unable to maintain the visual reference necessary to ensure adequate terrain clearance.