

**Aviation Safety Investigation Report
199700019**

**Cessna Aircraft Company
U206G**

02 January 1997

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 Executive Director 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 Executive Director 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.

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: 199700019	Occurrence Type: Accident
Location: 53km ESE Oenpelli, Aerodrome	
State: NT	Inv Category: 4
Date: Thursday 02 January 1997	
Time: 1845 hours	Time Zone: CST
Highest Injury Level: None	

Aircraft Manufacturer: Cessna Aircraft Company	
Aircraft Model: U206G	
Aircraft Registration: VH-RPV	Serial Number: U20605763
Type of Operation: Non-commercial Business	
Damage to Aircraft: Substantial	
Departure Point: Mamadawerre NT	
Departure Time: 1702 CST	
Destination: Gudjekbinj Outstation NT	

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on</u>	<u>Type</u>	<u>Hours Total</u>
Pilot-In-Command	Commercial	30.0		342

Approved for Release: Tuesday, January 14, 1997

The pilot was conducting a routine food and medical supply flight to several outstation settlements. Visual meteorological condition (VMC) existed when he departed, but with storm activity observed along the route, and a cyclone in the area. Approximately 1.5 minutes from the destination a rapid deterioration in the weather conditions to below VMC prevented the pilot from landing so he decided to divert to Oenpelli.

He was again confronted by deteriorating weather conditions making further diversions necessary. He notified Adelaide Flight Service of the diversions and then attempted to return to his departure aerodrome, which also proved impossible.

After spending sometime dodging around storms and heavy rain in an attempt to find a suitable airstrip, then faced with the approach of evening and fading daylight, he decided his safest action would be to find a suitable area for a precautionary landing. He was unable to re-establish contact with Adelaide Flight Service to advise his intentions.

He found a relatively flat area on top of an escarpment, but during the landing roll the aircraft struck light timber causing the right wing to detach and the aircraft to roll onto its right side. The pilot and passenger evacuated the aircraft, then activated the ELT which was monitored by Airservices Australia SAR via satellite, and their location known. Because of the cyclone and adverse weather conditions a search could not be initiated until the next morning.

They spent the night in the aircraft to shelter from continuous heavy rain, then rescued next morning by helicopter.

