



GOVERNMENT OF AUSTRALIA

DEPARTMENT OF TRANSPORT

Reference No.

SI/764/1018

**AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT**

Publication of this report is authorised by the Secretary under the provisions of Air Navigation Regulations 283 (1)

**1. LOCATION OF OCCURRENCE**

54 km south-east of Auvergne, Northern Territory	Height a.m.s.l. 440 feet	Date 25.4.76	Time (Local) 1530 hours	Zone CST
--	-----------------------------	-----------------	----------------------------	-------------

**2. THE AIRCRAFT**

Make and Model Cessna U206B	Registration VH-KUQ	Certificate of Airworthiness Valid from 18.8.75
Certificate of Registration issued to		Degree of damage to aircraft Substantial
		Other property damaged Nil
Defects discovered -		

**3. THE FLIGHT**

Last or intended departure point Hooker Creek	Time of departure 1419	Next point of intended landing Auvergne	Purpose of flight Positioning	Class of operation Aerial Work
--	---------------------------	--	----------------------------------	-----------------------------------

**4. THE CREW**

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
	Pilot	26	Commercial	11	229	Serious

**5. OTHER PERSONS (All passengers and persons injured on ground)**

Name	Status	Degree of injury	Name	Status	Degree of injury
Nil					

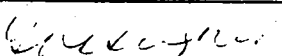
**6. RELEVANT EVENTS**

The pilot planned to operate the flight at a cruising altitude of 6500 feet. The flight apparently proceeded normally until, at 1526 hours, the pilot advised Katherine Flight Service Unit that he appeared to have some engine trouble and that his altitude was 2500 feet. He then transmitted the urgency signal "PAN" and advised that the "engine doesn't appear to give the necessary power." The Alert Phase of Search and Rescue Procedures was immediately declared. Some two minutes later the pilot transmitted the distress signal "MAYDAY" and advised that his altitude was 1500 feet and that the engine was "knocking". The Distress Phase was declared. At 1529 hours the final communication received from the aircraft indicated that the pilot was attempting an emergency landing. Search action was commenced and the aircraft was located in a timbered valley at 0944 hours on the following day.

The aircraft had struck the ground heavily in a nose down, left wing down attitude. It then bounced and came to rest some 30 metres beyond the initial impact point. There were numerous small trees in the area. A detailed examination of the wreckage revealed that the fuel filter screen located in the fuel control unit was heavily contaminated with a variety of fibres, metal particles, paint chips and fine mud-like material. This contamination was sufficient to cause a reduction in fuel flow to the engine and a consequent loss of engine power. The origin of the contamination could not be established. The pilot has said that he has no recollection of the circumstances of the accident.

**7. OPINION AS TO CAUSE**

The cause of the accident was a loss of engine power in circumstances in which the successful completion of a forced landing was unlikely.

Approved for publication	 (G.V. Hughes) Delegate of the Secretary	Date 20.12.77
--------------------------	--	------------------

## DEFINITIONS

**ACCIDENT** - An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all those persons have disembarked and in which

- (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached to the aircraft; or

Note. - Specifically excluded are: death from natural causes and fatal or serious injury to any person on board whether self-inflicted or inflicted by another person, or to ground support personnel before or after flight, or fatal or serious injury which is not a direct result of the operation of the aircraft, or which concerns stowaways.

- (b) the aircraft suffers substantial damage or is destroyed; or
- (c) the aircraft is missing or is completely inaccessible.

**FATAL INJURY** - Any injury which results in death within 30 days.

**SERIOUS INJURY** - Any injury other than a fatal injury which

- (a) requires hospitalisation for more than 48 hours, commencing within seven days from the date the injury was received; or
- (b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- (c) involves lacerations which cause severe haemorrhages, nerve, muscle or tendon damage; or
- (d) involves injury to any internal organ; or
- (e) involves second or third degree burns, or any burns affecting more than five percent of the body surface.

**MINOR INJURY** - Any injury other than as defined under "Fatal Injury" or "Serious Injury".

**DESTROYED** - Consumed by fire, demolished or damaged beyond repair.

**SUBSTANTIAL DAMAGE** - Damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component. The following types of damage are specifically excluded: engine failure; damage limited to an engine or its accessories, or to propeller blades; bent fairings or cowlings; small dents or puncture holes in the skin; damage to wing tips, antennas, tires, or brakes.

**MINOR DAMAGE** - Damage other than as defined under "Destroyed" or "Substantial Damage".