

**Aviation Safety Investigation Report
198803492**

Cessna U206-G Stationair

26 October 1988

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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.

This accident was not the subject of an on-site investigation.

Occurrence Number: 198803492 **Occurrence Type:** Accident
Location: Beamsbrook Station (34 km SW Burketown) QLD
Date: 26 October 1988 **Time:** 1300
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	2
Total	0	0	0	3

Aircraft Details: Cessna U206-G Stationair
Registration: VH-MIJ
Serial Number: U206-05297
Operation Type: Charter
Damage Level: Substantial
Departure Point: Hell's Gate (130 km NNW
 Burketown) QLD
Departure Time: N/K
Destination: Burketown QLD

Approved for Release: 6 February 1989

Circumstances:

The pilot, who had only been in the area for four weeks, was carrying out a mail run from Mount Isa to Burketown, via Lorraine, Gregory Downs, Lawn Hill and Hell's Gate. Approaching Burketown the aircraft encountered a duststorm and the pilot became unsure of her position. After searching for some time without being able to find Burketown she flew north to the coast and located what she believed was the mouth of the Nicholson River. From there she intended to proceed to Escott Station, thence to Burketown. The Non Directional Beacon (NDB) at Burketown was unserviceable. The pilot tracked upriver until she saw a station alongside a road. She decided to land to fix her position. During the subsequent landing the left wheel of the aircraft entered a washaway on the road and the gear leg collapsed. It was determined that the pilot had misidentified the particular river. The temperature in the area was over 40 degrees Celsius and one of the passengers had been almost continually airsick since leaving Hell's Gate.

Significant Factors:

The following factors were considered relevant to the development of the accident

1. Visibility reduced in duststorm.
2. Destination radio navigation aid not available.
3. Inadequate navigation techniques/procedures.

4. The pilot did not carry out a precautionary strip inspection before landing.
5. It is likely that the pilot was distracted by the sick passenger and was anxious to get on the ground.
6. The area selected for landing was unsuitable.