

**Aviation Safety Investigation Report
199102878**

De Havilland DHC2-Mk1

28 September 1991

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 CEO 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 CEO 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.

Occurrence Number: 199102878
Location: Cairns QLD
Date: 28 September 1991
Highest Injury Level: Nil
Injuries:

Occurrence Type: Incident

Time: 1050

	Fatal	Serious	Minor	None
Crew	0	0	0	0
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	0

Aircraft Details: De Havilland DHC2-Mk1
Registration: VH-AAD
Serial Number: 140
Operation Type: Charter
Damage Level: Nil
Departure Point: Opal Reef QLD
Departure Time: 1020(approx)
Destination: Trinity Inlet QLD

Approved for Release: 16th December 1991

Circumstances:

The pilot reported that just prior to commencing descent from a cruising level of 1000 ft, he began to feel slightly ill. As the descent was commenced, he felt violently ill and dizzy. He opened the side window for some fresh air. The passengers stated that the pilot's hands then dropped from the controls and his head fell back in a faint. A passenger in the right control seat, who had some piloting experience, took control of the aircraft while another passenger seated behind the pilot tried to revive him. The flying passenger made plans to land the aircraft near the shore but after several minutes of unconsciousness, the pilot recovered sufficiently to land the floatplane. The pilot sought medical attention and was taken off flying duties until the incident was assessed. During this time he was ill for several days with a stomach upset, as were other members of his family. The medical investigation did not reveal any underlying problem. The medical opinion was that the pilot had suffered a vaso-vagal reaction in the presence of possible gastroenteritis.

Significant Factors:

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

1. The pilot probably suffered a vaso-vagal reaction in the presence of possible gastroenteritis.
2. As a consequence he was unable to maintain control of the aircraft. This incident was not the subject of an on-scene investigation.