

**Aviation Safety Investigation Report
198400007**

Cessna 500 Citation I

20 February 1984

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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: 198400007
Location: Proserpine QLD
Date: 20 February 1984
Highest Injury Level: Fatal
Injuries:

Occurrence Type: Accident

Time: 1947

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

Aircraft Details: Cessna 500 Citation I
Registration: VH-FSA
Serial Number:
Operation Type: Charter - Cargo
Damage Level: Destroyed
Departure Point: Townsville QLD
Departure Time: 1947
Destination: Proserpine QLD

Approved for Release: 21st August, 1985

Circumstances:

The aircraft was engaged on a night freighter service from Cairns to Brisbane with intermediate stops at Townsville and Proserpine. In the morning the aircraft had been positioned in Cairns by the same crew, who had spent the day in a local motel. The flight departed Cairns at 1847 hours. After arriving at Townsville the aircraft was refuelled and additional freight loaded before departing for Proserpine at 1947 hours. The aircraft was cleared to track direct to Proserpine on climb to Flight Level (FL) 250. At 2008 hours the pilot reported that the aircraft had left FL250 on descent into Proserpine and requested a clearance to track to intercept the 310 omni radial inbound for a DME (Distance Measuring Equipment) Arrival. This request was approved and a short time later the aircraft reported established on the radial. At 2016 hours, in answer to a question from Townsville Control, the aircraft reported at 2600 feet and was instructed to call Townsville Flight Service Unit. The aircraft complied with this instruction, and after the initial contact no further transmissions were received from the aircraft. The wreckage was located approximately 4 kilometres north-west of the threshold of runway 11 and in line with that runway. The aircraft had been destroyed by impact forces and the ensuing fire. A witness, who lived near the final approach path of the aircraft, reported that she observed the aircraft when it was on final approach. Analysis of her observations indicated that when she sighted the aircraft it was at a lower height than normal for the type of approach that the pilot reported would be flown. At the time of the sighting she did not notice anything unusual about the operation of the aircraft. Other persons at the Proserpine Aerodrome at the time of the accident reported rainstorms and strong winds in the vicinity. An inspection of the aircraft and its systems did not reveal any defect that could have contributed to the accident. Despite the extensive investigation, no evidence could be found to indicate why the aircraft was below the normal glide path during the approach.