

**Aviation Safety Investigation Report
199003074**

Britten Norman BN2-A21 Islander

9 June 1990

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.

This accident was not formally investigated by the Bureau.

Occurrence Number: 199003074 **Occurrence Type:** Accident
Location: Mabuiag Island QLD
Date: 9 June 1990 **Time:** 1340
Highest Injury Level: Nil
Injuries:

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

Aircraft Details: Britten Norman BN2-A21
Islander
Registration: VH-FCJ
Serial Number: 448
Operation Type: Charter
Damage Level: Substantial
Departure Point: Horn Island QLD
Departure Time: 1320
Destination: Mabuiag Island QLD

Approved for Release: 29th June 1990

Circumstances:

Well before the flight was due to depart, the company agent at Mabuiag Island endeavoured to warn the operator that the strip was wet and unsuitable for operations. This attempt to communicate failed due to a local fault in the Telecom system. The pilot was aware of a previous recent accident where a pilot landed short of the runway lip. When he arrived, he assessed the strip as suitable and landed well into the strip. By the time that he discovered that the strip was slippery, it was too late to go around. When it became obvious that he could not stop within the confines of the strip by using normal braking, he attempted a ground loop. The aircraft slid sideways off the end of the strip onto a beach.