

**Aviation Safety Investigation Report
198803442**

Cessna 310-R

17 March 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.

Occurrence Number: 198803442
Location: Longreach QLD
Date: 17 March 1988
Highest Injury Level: Minor
Injuries:

Occurrence Type: Accident

Time: 506

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

Aircraft Details: Cessna 310-R
Registration: VH-KEU
Serial Number: 310R0168
Operation Type: Charter (Carriage of freight)
Damage Level: Substantial
Departure Point: Longreach QLD
Departure Time: N/A
Destination: Mt Isa QLD

Approved for Release: 15 February 1989

Circumstances:

The pilot had limited experience in night operations. Until this flight, all night take-offs since obtaining his Command instrument rating had been conducted from airports in well lit areas. This particular take-off was conducted into an area devoid of external visual cues. The aircraft become airborne at the normal speed, and the pilot reported that after lift-off the aircraft was held parallel to the runway until the two-engine best rate of climb speed was acquired. The aircraft was then rotated so that a nose up attitude and positive rate of climb were indicated, whereupon the landing gear was selected up and the landing lights were selected off. The pilot stated that he then checked that the airspeed was 120 knots, the desired climb speed, and was commencing to adjust the throttles when the aircraft struck the ground. The initial propeller strikes indicate that the aircraft had a groundspeed of approximately 136 knots at impact. No faults were found with the aircraft or the aircraft systems that may have contributed to the occurrence. It was likely that the pilot had hurried the after takeoff checks, and had not adequately monitored the attitude of the aircraft.

Significant Factors:

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

1. The pilot had limited night flying experience.
2. The takeoff was conducted towards an area devoid of lights or other visual cues.
3. The pilot conducted the after takeoff checks before the aircraft was stabilised in the climb.
4. The pilot did not adequately monitor the attitude and performance of the aircraft.