

**Aviation Safety Investigation Report
198700728**

Cessna 182-G

25 April 1987

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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: 198700728 **Occurrence Type:** Accident
Location: 6 km NW Groote Eylandt NT
Date: 25 April 1987 **Time:** 855
Highest Injury Level: Minor
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	0	0
Ground	0	0	0	-
Passenger	0	0	0	4
Total	0	0	1	4

Aircraft Details: Cessna 182-G
Registration: VH-DIY
Serial Number: 182-55070
Operation Type: Charter (Carriage of
Passengers)
Damage Level: Aircraft Not Recovered
Departure Point: Grooyte Eylandt NT
Departure Time: 850
Destination: Bickerton Island NT

Approved for Release: July 31st 1987

Circumstances:

The pilot reported that when the aircraft was cruising at 1000 feet above mean sea level, shortly after takeoff, the engine note changed. He immediately turned the aircraft back towards the strip and by this time the engine had begun to run roughly. Attempts to rectify the problem were unsuccessful and the pilot stated that the engine power gradually reduced to nil and a ditching became inevitable. The aircraft was ditched at low speed and floated in a 60 degree nose down attitude. Water began to enter the cabin through the broken windscreen. The four passengers exited through the right door and the pilot opened, and swam out through the left side window. After clinging to the aircraft for a short time they all decided to swim to shore, a distance of about two kilometres. They were subsequently picked up by a rescue boat. The aircraft sunk after about 15 minutes. The aircraft was not recovered from the seabed therefore the cause of the loss of engine power could not be established. Although they were available and the company operations manual requires life-jackets to be worn on overwater flights, none of the occupants were wearing life-jackets on this service. This accident was not the subject of an on-site investigation.