

**Aviation Safety Investigation Report
198800116**

Cessna C340

21 April 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: 198800116
Location: Forrest WA
Date: 21 April 1988
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1800 WST

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	3
Total	0	0	0	4

Aircraft Details: Cessna C340
Registration: VH-FYG
Serial Number: 340-0215
Operation Type: Charter
Damage Level: Substantial
Departure Point: Forrest WA
Departure Time: 1800 WST
Destination: Kalgoorlie WA

Approved for Release: February 22nd 1989

Circumstances:

The pilot was attempting a normal night takeoff in light drizzle, with 7 to 10 knots of crosswind at the time of the accident. As the aircraft lifted off heavy rain started to fall. The aircraft appeared to accelerate normally to 120 knots. As the pilot completed the after takeoff checks he noted that the aircraft was descending at 200 feet per minute instead of climbing, although the nose of the aircraft was 10 degrees above the horizon. The pilot raised the nose still further and reduced the speed to 110 knots, however, this did not stop the aircraft from descending. At 510 feet indicated on the altimeter, the airfield elevation, the pilot levelled the aircraft and prepared for ground impact. The aircraft touched down, gear up, 3 km from the DEPARTURE end of the runway and slid to a stop in flat marshy country. The meteorological station at Forrest reported that during the aircraft's takeoff, the intensity of the rain increased and the surface wind swung around to give a 30 knot tailwind. During test flights prior to and after the accident the pilot-in-command was assessed as having slow cross reference skills and poor attitude control. It is possible that the pilot's performance contributed to the accident.

Significant Factors:

It was considered that the following factor was relevant to the development of the accident

1. Sudden wind shift during a critical phase of the takeoff.