

**Aviation Safety Investigation Report  
198800141**

**Cessna 310R**

**30 October 1988**

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](http://www.atsb.gov.au).**

**Occurrence Number:** 198800141  
**Location:** 20 km South of Busselton WA  
**Date:** 30 October 1988  
**Highest Injury Level:** Fatal  
**Injuries:**

**Occurrence Type:** Accident  
**Time:** 835

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Ground	0	0	0	-
Passenger	1	0	0	0
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Aircraft Details:** Cessna 310R  
**Registration:** VH-UQR  
**Serial Number:** 310R0886  
**Operation Type:** Unauthorised  
**Damage Level:** Destroyed  
**Departure Point:** Kalgoorlie WA  
**Departure Time:** 0430  
**Destination:** Not Known

**Approved for Release:** 16 June 1989

#### **Circumstances:**

An unidentified aircraft was heard to depart Kalgoorlie at approximately 0430 hours, and VH-UQR was subsequently reported to have been stolen. Some four hours later the aircraft was sighted, flying at low level, by a number of witnesses in the Margaret River area. The engines were reported to be not operating normally. The aircraft then disappeared from sight behind trees and was heard to crash. The wreckage was located in a heavily wooded area. An inspection of the site indicated that the aircraft had collided with the ground following a high speed descent at an angle in excess of 30 degrees. Neither engine was producing power at the time of impact. The investigation indicated that the fuel supply had been exhausted at the time of the accident. Although the aircraft was almost totally destroyed there was no evidence that aircraft components or systems contributed to the accident. Neither pilot was qualified to fly, or had any known flying experience, on the Cessna 310 or any other multi-engine aircraft type. The factors leading to the theft of the aircraft were not established.

#### **Significant Factors:**

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

1. For reasons which could not be determined, the pilots elected to fly the aircraft without authorisation.
2. Neither pilot was experienced or qualified to operate the aircraft type.
3. Both engines stopped when all fuel within the aircraft had been exhausted.
4. At the time the fuel was exhausted the aircraft was above terrain which was unsuitable for a forced landing.