

**Aviation Safety Investigation Report  
198900802**

**Cessna P206**

**18 February 1989**

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

**Occurrence Number:** 198900802

**Occurrence Type:** Accident

**Location:** Bathurst Island Airport NT

**Date:** 18 February 1989

**Time:** 1600

**Highest Injury Level:** Nil

**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>

**Aircraft Details:** Cessna P206

**Registration:** VH-SIR

**Serial Number:** P2060108

**Operation Type:** Private

**Damage Level:** Substantial

**Departure Point:** Pickertaramoor NT

**Departure Time:** 1552

**Destination:** Bathurst Island NT

**Approved for Release:** March 17th 1989

#### **Circumstances:**

A trench had been dug across the apron during the installation of aerodrome lighting. It had been back filled with earth. Whether the compacting was inadequate or whether the rain had been exceptionally heavy is not known, but heavy rain had made the earth fill very soft. The pilot landed just after a very heavy rain shower had passed through the area. There was about 2 cm of water covering the ground which made it near impossible to see the trench. When the aircraft's nosewheel entered the soft earth the aircraft veered sharply to the left and travelled about two metres before the nose gear hit a concrete pad and collapsed. Because the trench was almost impossible to see from the cockpit of the aircraft it is considered that it was a hidden hazard. The trench had not been marked by unserviceability cones. This accident was not the subject of an on-site investigation.

#### **Significant Factors:**

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

1. The trench was considered to be a hidden hazard.
2. The earth used to back fill the trench had become soft due to the heavy rain experienced in the area during the Wet Season.
3. The trench had not been marked by unserviceability cones.

#### **Reccomendations:**

It is recommended that the Civil Aviation Authority require the controlling authority of Bathurst Island Aerodrome to eliminate the hazard.