

**Aviation Safety Investigation Report
199000003**

Cessna C206

18 February 1990

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.

This accident was not formally investigated by the Bureau.

Occurrence Number: 199000003 **Occurrence Type:** Accident
Location: Wilton (Authorised Landing Area) NSW
Date: 18 February 1990 **Time:** 1640
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	4
Total	0	0	0	5

Aircraft Details: Cessna C206
Registration: VH-RDR
Serial Number: P206-0358
Operation Type: Aerial Work
Damage Level: Substantial
Departure Point: Wilton (Authorised Landing Area) NSW
Departure Time: 1639
Destination: Wilton (Authorised Landing Area) NSW

Approved for Release: 4th June 1990

Circumstances:

The aircraft was refuelled after having stood in the open for several very wet weeks. Pre-flight and water sump drain inspections were conducted by the pilot and appeared to be normal. Engine start and pre-take off checks also appeared normal. Just as the aircraft became airborne the engine power diminished dramatically and the pilot elected to land straight ahead. The aircraft subsequently ran off the airstrip into rough terrain. The nosewheel, firewall and propeller were damaged. Subsequent inspection of the fuel system found that the system contained pure water between the fuel tanks and engine.