

**Aviation Safety Investigation Report
198500670**

Cessna 402C

23 November 1985

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.

Occurrence Number: 198500670 **Occurrence Type:** Accident
Location: Pulparee SA (185km SE of Birdsville QLD)
Date: 23 November 1985 **Time:** 1345
Highest Injury Level: Serious
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	2	0	-
Passenger	0	0	0	3
Total	0	2	0	4

Aircraft Details: Cessna 402C
Registration: VH-UEZ
Serial Number:
Operation Type: Charter (Carriage of Passengers)
Damage Level: Substantial
Departure Point: Pulparee SA
Departure Time: 1345
Destination: Brisbane QLD

Approved for Release: March 12th 1986

Circumstances:

The flight had been arranged to take passengers and freight from Pulparee, a seismic exploration field camp, to Brisbane. Just after the aircraft became airborne the right wing struck two men who were working on the top of the cabin of a truck. A section of the right wing was torn from the aircraft, however, the pilot was able to land the aircraft at Pulparee without further incident. The truck was located approximately 24 metres to the right of the centreline of the strip. From the point where the take-off was commenced the strip met the criteria for an authorised landing area. The vehicle was struck 1110 metres from the start of the take-off roll and about 200 metres after the aircraft became airborne. At the time the surface wind was gusting from the left and there were dust devils in the area. Shortly after becoming airborne, the pilot felt that the aircraft was not performing normally, and he looked into the cockpit to check the instruments. During this time, the aircraft diverged from the strip direction and the right wing dropped. The pilot heard the impact as the men were struck, and then looked out to see that the right wingtip had been severed. No evidence was obtained to indicate that the aircraft was not capable of normal operation. The pilot had been working in direct sunlight in temperatures of about 40 degrees Celsius for four hours prior to the flight. It was therefore likely that he experienced some degree of heat stress. One of the effects of heat stress is that the time taken to integrate information is increased. It is considered probable that when the pilot looked at his instruments he required longer than normal to assimilate the information presented by the instruments. It was during this period that the aircraft was affected by the crosswind and possibly a dust devil and drifted off the intended flight path while travelling the distance to the truck. It was also probable that the correct climb attitude was not maintained.