

**Aviation Safety Investigation Report
199001159**

Beech 36

25 September 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: 199001159

Location: Kilcunda VIC

Date: 25 September 1990

Highest Injury Level: Nil

Injuries:

Occurrence Type: Accident

Time: 1200

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

Aircraft Details: Beech 36

Registration: VH-FWZ

Serial Number: E123

Operation Type: Private

Damage Level: Substantial

Departure Point: Cooma NSW

Departure Time: 0945

Destination: Moorabbin VIC

Approved for Release: 11th December 1990

Circumstances:

During the flight from Cooma the pilot experienced complete communication and radio navigation aid failures. Deteriorating weather forced the pilot to fly at 500 feet above the mountainous terrain, resulting in him becoming unsure of his position. The pilot later re-established his position, but the weather deteriorated further with the onset of heavy rain, severe turbulence and reduced visibility. The pilot decided to make a precautionary landing in a paddock. Soon after touchdown he saw a fence running across the landing path. He made a go-around but clipped the fence. A short time later while still coping with low cloud, rain and reduced visibility, he located an airfield and landed.