

**Aviation Safety Investigation Report
199700631**

**Cessna Aircraft Company
Conquest**

19 February 1997

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 Executive Director 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 Executive Director 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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number:	199700631	Occurrence Type:	Accident
Location:	19km E Mount Magnet, Aerodrome		
State:	WA	Inv Category:	4
Date:	Wednesday 19 February 1997		
Time:	1830 hours	Time Zone	WST
Highest Injury Level:	None		

Aircraft Manufacturer:	Cessna Aircraft Company		
Aircraft Model:	441		
Aircraft Registration:	VH-LBC	Serial Number:	4410236
Type of Operation:	Charter	Passenger	
Damage to Aircraft:	Substantial		
Departure Point:	Jundee WA		
Departure Time:	1735 WST		
Destination:	Perth WA		

Approved for Release: Tuesday, July 15, 1997

The pilot reported that whilst flying at FL310 clear of cloud and avoiding a large build up, the aircraft was struck by lightning. The pilot was of the opinion that there was one strike on the left wing tip and one near-miss. There was a large flash and a loud bang followed with an ozone smell but no smoke. The avionics and electrical systems were not affected. The flight continued to Perth.

After landing, the aircraft was inspected by ground staff who found damaged elevators and propellers.