

**Aviation Safety Investigation Report
199703928**

**Cessna Aircraft Company
150G**

22 November 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.

Occurrence Number: 199703928 **Occurrence Type:** Accident
Location: 9km SE Emkaytee, (ALA)
State: NT **Inv Category:** 4
Date: Saturday 22 November 1997
Time: 1235 hours **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 150G
Aircraft Registration: VH-KUT **Serial Number:** 15066340
Type of Operation: Instructional Dual
Damage to Aircraft: Substantial
Departure Point: Emkaytee NT
Departure Time: 1235 CST
Destination: Emkaytee NT

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	100.0	2800
Student Pilot	Student	20.0	20

Approved for Release: Monday, December 22, 1997

The instructor pilot reported that the takeoff roll and climb were normal until the left crosswind turn at about 600 ft when the engine lost power and RPM decreased to between 1600 and 1900 RPM. Trouble checks were carried out and a turn towards the airfield as commenced. However, due to the distance from the airfield and bordering powerlines a glide approach was not possible. A 300 m long clearing was selected for a landing and the aircraft impacted with some small saplings. The aircraft was vacated once stationary and no injuries were sustained by the crew.

