

**Aviation Safety Investigation Report
199704117**

**Cessna Aircraft Company
150F**

18 December 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.

199704117

Occurrence Number: 199704117 **Occurrence Type:** Accident
Location: Biloela
State: QLD **Inv Category:** 4
Date: Thursday 18 December 1997
Time: 1330 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 150F
Aircraft Registration: VH-EMH **Serial Number:** 15061577
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Biloela Qld
Departure Time: 1330 EST
Destination: Biloela Qld

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Private	8.0	1035

Approved for Release: Monday, January 19, 1998

The pilot reported that had commenced the takeoff run with no flap selected but felt that the aircraft was slow to accelerate to takeoff speed. He then selected flap and the aircraft became airborne. There were trees and high ground beyond the end of the strip and the pilot turned the aircraft right to avoid this area. As the aircraft turned, it struck a powerline and then impacted the ground in a nose down attitude. The pilot and passenger were uninjured. The pilot stated that the aircraft was about 100 lb under maximum weight with the centre of gravity within the envelope. He believed that the aircraft encountered wind shear and a downdraft leading to loss of performance. The ambient air temperature was 34 degrees C, with less than 5 kts wind at the time of the accident.

