

**Aviation Safety Investigation Report
199603741**

**Cessna Aircraft Company
180J**

16 November 1996

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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: 199603741 **Occurrence Type:** Accident
Location: Sweers Island, (ALA)
State: QLD **Inv Category:** 4
Date: Saturday 16 November 1996
Time: 0830 hours **Time Zone** EST
Highest Injury Level: Serious
Injuries:

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

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 180J
Aircraft Registration: VH-BBF **Serial Number:** 18052462
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Sweers Island QLD
Departure Time: 0830 EST
Destination: Groote Eylandt QLD

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	ATPL	300.0	4700

Approved for Release: Wednesday, March 12, 1997

The pilot said that he loaded the aircraft at the north-western end of the 1,000 m strip oriented south-east/north-west. The strip was partially sheltered from the wind by bordering trees. There was a strong, gusting northerly wind blowing. The pilot assessed that there would be a slight tailwind component for a takeoff on runway 12 but believed it was acceptable.

During the initial climb after takeoff, the aircraft was subjected to a strong gust of wind which caused it to yaw to the left. It was then struck by another gust. The left wing dropped and the pilot was unable to regain control before the wing struck the ground. The aircraft cartwheeled onto the right wing and came to rest upright.

An assessment of the weather conditions existing at the time of the accident was made by the Bureau of Meteorology. The wind was from the north at 12 kts with gusts to 19 kts. The temperature was 30 degrees C which meant that the density altitude for the takeoff was about 1,800 ft.

The presence of trees which sheltered the strip indicated that turbulence and/or windshear was likely above the tree line. This could have caused the aircraft to lose performance as it climbed above the level of the trees to the extent that it stalled. The height the aircraft was at was probably insufficient to allow recovery before contact with the ground.

