

**Aviation Safety Investigation Report  
199200771**

**Cessna Aircraft Company  
402B**

**12 December 1992**

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.

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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](http://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.

<b>Occurrence Number:</b>	199200771	<b>Occurrence Type:</b>	Accident
<b>Location:</b>	Jabiru		
<b>State:</b>	NT	<b>Inv Category:</b>	4
<b>Date:</b>	Saturday 12 December 1992		
<b>Time:</b>	1615 hours	<b>Time Zone</b>	CST
<b>Highest Injury Level:</b>	None		

<b>Aircraft Manufacturer:</b>	Cessna Aircraft Company		
<b>Aircraft Model:</b>	402B		
<b>Aircraft Registration:</b>	VH-DTV	<b>Serial Number:</b>	402B-0567
<b>Type of Operation:</b>	Charter	Passenger	
<b>Damage to Aircraft:</b>	Substantial		
<b>Departure Point:</b>	Jabiru NT		
<b>Departure Time:</b>	1615 CST		
<b>Destination:</b>	Darwin NT		

**Approved for Release:** Thursday, March 24, 1994

The aircraft taxied for runway 27 at Jabiru for a flight to Darwin. There was light rain on the threshold of runway 09 and a wind velocity of approximately 290 degrees at 10 knots with active thunderstorms approaching from the east.

After takeoff, the aircraft climbed normally until about 100 feet above ground level, then began to sink. Full power was being indicated on the engine instruments for both engines. However, the pilot noticed that the airspeed was decreasing. He set the best rate of climb speed and selected the landing gear up to reduce drag. The aircraft continued to descend until it struck the runway. It slid along the runway for about 200 metres before stopping. The pilot and passengers vacated the aircraft uninjured.

A witness noticed a wind shift as the aircraft commenced its takeoff and it is possible that the aircraft encountered a microburst just after lift off.