

**Aviation Safety Investigation Report
199301498**

**Cessna Aircraft Company
Skyhawk**

26 May 1993

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: 199301498 **Occurrence Type:** Accident
Location: Mount Hogan
State: QLD **Inv Category:** 3
Date: Wednesday 26 May 1993
Time: 0820 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 172N
Aircraft Registration: VH-FMH **Serial Number:** 17269274
Type of Operation: Charter Passenger
Damage to Aircraft: Substantial
Departure Point: Mount Hogan QLD
Departure Time: 0820 EST
Destination: Townsville QLD

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	9.0	419

Approved for Release: Tuesday, October 12, 1993

The aircraft was loaded to near the maximum permissible all up weight for the takeoff from the 1,000m strip which is 1,950ft above mean sea level. The strip is surrounded by low rolling hills which rise some 200 to 300 ft above the height of the strip.

The aircraft took off in the 040 degree direction, becoming airborne about half way along the strip. Flap 10 (degrees) had been selected for the takeoff and was retracted once the aircraft was safely airborne. The pilot adopted the best climb attitude which held 60 knots. Initially the climb rate was 500ft per minute, but when the aircraft entered mild mechanical turbulence, this changed to a 300ft per minute descent rate. This situation continued until impact with trees on a ridge line some 1,000m beyond the departure end of the strip. The occupants were not injured and vacated the wreckage without assistance.

At the time of the accident the wind direction and strength was judged to be 060 degrees at 15 knots.

It is most probable that the aircraft encountered a downdraft in the lee of the hills to the north-east of the strip which negated the climb performance of the aircraft.