Aviation Safety Investigation Report 198300014

Cessna 402

22 February 1983

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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO 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 CEO 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 <u>www.atsb.gov.au</u>.

Occurrence Number: Location: Date: Highest Injury Level: Injuries:		15 km ENE Nagoorin QLD 22 February 1983			Occurrence Time: 301	e Type: Accident
J			Fatal	Serious	Minor	None
		Crew	1	0	0	0
		Ground	0	0	0	-
		Passenger	0	0	0	0
		Total	1	0	0	0
Aircraft Details:	Cessna 402					
Registration:	VH-DIL					
Serial Number:						
Operation Type:	Carriage of Freight					
Damage Level:	Destroyed					
Departure Point:	Brisbane QLD					
Departure Time:	0301					
Destination:	Gladstone QLD					

Approved for Release: 1st March, 1984

Circumstances:

The aircraft was engaged in operating a night freight flight from Brisbane to Gladstone and Rockhampton. The pilot departed Rockhampton as a passenger in another company aircraft at about 2100 hours the night before the accident and was flown to Caloundra. He then flew VH-DIL to Brisbane and after arriving submitted a flight plan for the return flight to Rockhampton giving an estimated time of DEPARTURE Brisbane of 0230 hours. Before DEPARTURE, however, the pilot was required to await the arrival of another aircraft so that freight could be transhipped to his aircraft. DEPARTURE from Brisbane was made at 0301 hours and at 0400 hours the pilot reported the aircraft's position over Gayndah, the pilot was instructed to call on another radio frequency at 0410 hours. No further transmissions were heard from the aircraft. The wreckage was located two days later in mountainous terrain. The aircraft had impacted the ground in a near vertical attitude. Subsequent investigation did not reveal any fault with the aircraft or its systems that could have contributed to the accident. The day before the accident the pilot rose at about 0730 hours after spending the previous night and day at a friends property near Rockhampton. He spent the day at leisure at the property before returning to Rockhampton in the afternoon. After dining at his parents home he proceeded to the airport for the flight to Caloundra. Before departing Brisbane to return to Rockhampton the only sleep the pilot would have had was about an hour on the flight to Caloundra and possibly another short period at Brisbane Airport while waiting for his aircraft to be loaded.

Significant Factors:

- 1. The pilot had had inadequate rest prior to undertaking the flight.
- 2. The cause of the in-flight loss of control of the aircraft could not be determined.