

**Aviation Safety Investigation Report
199403876**

**Cessna Aircraft Company
150G**

23 December 1994

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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: 199403876 **Occurrence Type:** Accident
Location: 25km W Wyong
State: NSW **Inv Category:** 4
Date: Friday 23 December 1994
Time: 0500 hours **Time Zone** ESuT
Highest Injury Level: Minor
Injuries:

	Fatal	Serious	Minor	None	Total
Crew	0	0	1	0	1
Ground	0	0	0	0	0
Passenger	0	0	0	0	0
Total	0	0	1	0	1

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 150G
Aircraft Registration: VH-ZTR **Serial Number:** 150647743
Type of Operation: Miscellaneous Ferry
Damage to Aircraft: Destroyed
Departure Point: Bankstown NSW
Departure Time: 0350 ESuT
Destination: Coffs Harbour NSW

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	Commercial	5.0	285

Approved for Release: Monday, May 15, 1995

The pilot had planned to ferry the aircraft to Rockhampton in accordance with the Visual Flight Rules. He had also arranged to return to Sydney the same day by airline, so as to be able to spend Christmas at home. In order to connect with the return flight, the ferry flight needed to depart before dawn. A weather forecast obtained by the pilot the night before the flight indicated conditions would be unsuitable for visual flight to Coffs Harbour.

The pilot said that when he arrived at Bankstown Airport early the next morning he assessed the weather as being slightly better than forecast. Consequently, he departed at about 0350, without lodging flight details, and proceeded to fly north up the lane of entry. Passing Patonga the weather started to deteriorate. Light drizzle associated with a decreasing cloud base caused him to consider whether to continue or return. He then noticed that the directional gyro began to malfunction and would not stay aligned with the magnetic compass. Whilst trying to rectify that problem he also noticed that the ADF indications appeared to be unreliable. With his attention diverted by the instrument problems, the pilot lost visual contact with the coastline and decided to return to Bankstown using the magnetic compass as a heading reference. Whilst in a timed turn to the left the aircraft collided with trees and was destroyed.

After regaining consciousness, the pilot managed to extricate himself from the wreckage and walk three kilometres to a farmhouse, over hilly, heavily timbered terrain.

