Aviation notification NA2023-07721

Notification Source	Airservices
Operator Reference Number	Section 22
Occurrence Date Time	10/6/2023 3:50:00 AM
Occurrence Time Zone	UTC
Location	near Canberra
State	NSW
Occurrence Class	Accident

Occurrence Category Level 1	Occurrence Category Level 2	Occurrence Category Level 3
Operational	Terrain collisions	Collision with terrain

Ground - Fatal	Ground - Serious	Ground - Minor	Ground - Total
0	0	0	0

Aircraft Registration		VH-MSF	
Manufacturer		CIRRUS DESIGN CORPORATION	
Model		SR22	
Flight Number			
Operator		UP N UP AVIATION PTY LTD	
Operation Type			
Damage Level			
Damage Description			
Crew - Fatal	Crew - Serious	Crew - Minor	Crew - Total
0	0	0	0
Passenger - Fatal	Passenger - Serious	Passenger - Minor	Passenger - Total
0	0	0	0

Summary

Section 22

Section 47E(d)

Section 22

Aviation notification NA2023-07658

Notification Source	Phone
Operator Reference Number	
Occurrence Date Time	10/6/2023 3:15:00 PM
Occurrence Time Zone	AUS Eastern Standard Time
Location	Near Lake George
State	ACT
Occurrence Class	Accident

Occurrence Category Level 1	Occurrence Category Level 2	Occurrence Category Level 3
Operational	Terrain collisions	Collision with terrain

Ground - Fatal	Ground - Serious	Ground - Minor	Ground - Total
0	0	0	0

Aircraft Registration		VH-MSF	
Manufacturer		CIRRUS DESIGN CORPORATION	
Model		SR22	
Flight Number			
Operator		UP N UP AVIATION PTY LTD	
Operation Type			
Damage Level		Destroyed	
Damage Description			
Crew - Fatal	Crew - Serious	Crew - Minor	Crew - Total
0	0	0	0
Passenger - Fatal	Passenger - Serious	Passenger - Minor	Passenger - Total
0	0	0	0

Summary

Section 22

Plane crash near Lake George - possibly light plane, no details on make etc plane on fire at Section 47F(1) Gundaroo (or Bungendore). Police on scene, beleive fatal accident.

Acting insp due on scene in 20 mins - Section 47F(1)

Section 22

OA2023-03029 - Occurrence Details

Occurrence

Logged date	10/6/2023 4:57:57 AM
Status	Approved for release
Occurrence class	Accident
Highest injury	Fatal
Occurrence date	10/6/2023 12:00:00 AM
Occurrence time	04:15:00
Public summary	On 6 October 2023, a Cirrus Design Corporation SR22 aircraft, registered VH-MSF, was being operated on a private flight from Canberra, Australian Capital Territory to Armidale, New South Wales. On board the aircraft were the pilot and 3 passengers. Prior to departing, the pilot had submitted a flight notification to Airservices Australia, detailing their planned track to Armidale, operating under the instrument flight rules. The pilot was provided an air traffic control clearance to track to Armidale via their flight planned route at an altitude of 10,000 ft above mean sea level. At 1437 local time, the aircraft departed Canberra. Soon after take-off, the pilot was transferred to, and established radio communication with the approach controller, reporting that they were on climb through 3,400 ft (to their assigned cruise altitude) and turning left onto their assigned radar heading of 070°. A short time later, the controller instructed the pilot to turn left onto a heading of 010° and the pilot completed readback of the instruction. About 1 minute 30 seconds later, the controller cleared the pilot to resume their own navigation and track direct to waypoint 'CULIN'. The pilot completed readback of that instruction, which was the last transmission received from the aircraft. Figure 1 (in preliminary report) illustrates the ground track of the aircraft departing Canberra while assigned radar vectors and the direct track to CULIN. During the flight, data was being transmitted by the aircraft's Automatic Dependent Surveillance Broadcast (ADS-B) equipment. A review of that data indicated that the aircraft was climbing through about 7,000 ft as it turned to track towards CULIN. During that turn, the groundspeed increased, over a period of about 30 seconds, from about 110 kt (204 km/h) to 135 kt (250 km/h). Climbing above 7,500 ft, the data indicated the aircraft's groundspeed had started to reduce, at an approximately linear rate, with a reduction of about 22 kt (41 km/h) over a 65-second period. At that time, the data showed a relatively constant rate of climb generally between 550–750 ft/min. Passing through 8,500 ft, a further 21 kt reduction in groundspeed occurred over a 14-second period, which was accompanied by a short increase in the reported rate of climb. The data indicated the groundspeed then started to increase as

	the aircraft entered a slight descent. Over the next 4 minutes, the aircraft's track varied up to 35° and the groundspeed fluctuated between 90 kt and 120 kt (167–222 km/h). During this period, the altitude was generally increasing although at a varying rate, with shorter periods where the altitude and reported rate of altitude change indicated that the aircraft had started to descend. Several people at locations along the aircraft's flight path during this time reported hearing noises that they described as a rough running or surging light aircraft engine. Twelve minutes after take-off, the aircraft was about 25.5 km north-north-east of Canberra, at an altitude of about 10,000 ft, when it abruptly departed from controlled flight and descended steeply towards the ground. Two eyewitnesses in the local area described seeing the aircraft at a low altitude, descending rapidly with its nose pitched down and rotating like a corkscrew. One of the witnesses stated that they heard the engine running rough and then stop just before the accident. The other eyewitness was seated on a tractor with the engine running and did not hear the aircraft engine. The aircraft collided with terrain (at a ground elevation of about 2,250 ft) and was destroyed by impact forces and a post-impact fire. All occupants were fatally injured. The eyewitness on the tractor was the first responder on the scene and notified the emergency services. The investigation is continuing.
Property damage	No
Property damage details	
Worst accident outcome	Major accident
Defence effectiveness	Not effective
Risk rating	High (500)
ERC justification	
TSI reportable	Immediately reportable

Ground injuries	Fatal	Serious	Minor	Total
				0

Location

Location	13.9 NM 31 degrees from Canberra Aerodrome
Latitude	-35.10861005
Longitude	149.34193121
State	ACT
Country	Australia

Aircraft

Registration	VH-MSF
Type	Aeroplane
Manufacturer	CIRRUS DESIGN CORPORATION
Model	SR22
Engine type	Piston
Engine manufacturer	TELEDYNE-CONTINENTAL MOTORS
Engine model	IO-550-N
Number of engines	1
Landing gear type	Tricycle - Fixed
Fuel type	Gasoline
Year of manufacture	2002
Amateur built	
Maximum takeoff weight (kg)	1545
ELT Type	
ELT Fitted	Unknown
ELT Activated	

Airspace

Controlling agency	Aust Civil
ATS service type	Surveillance
ATS position	Approach
Airspace class	C
Airspace type	CTA

Operation

Registration	VH-MSF
Operator	UP N UP AVIATION PTY LTD
Flight number	
Related runway	
Phase of flight	Unknown
PIC status	Owner
Pilot flying role	Pilot in command
Departure aerodrome	Canberra Aerodrome [YSCB]
Destination aerodrome	Armidale Aerodrome [YARM]
Actual landing	
Aerodrome proximity	Off aerodrome > 10 km
Operation type	Part 91 General operating and flight rules
Operation subtype	Other
Activity group	General aviation / Recreational
Activity type	Sport and pleasure flying
Activity subtype	Pleasure and personal transport
Flight rules	IFR
Flight conditions	Unknown
Altitude type	AMSL (above mean sea level - ft)
Altitude	Exactly
Exact altitude	10000
Other information	

Occurrence category

Registration	VH-MSF
Level 1	Operational
Level 2	Terrain collisions
Level 3	Collision with terrain

Damage level and injuries

Registration	VH-MSF			
Injury level	**Fatal**	**Serious**	**Minor**	**Total**
Crew	1			1
Passengers	3			3
Aircraft damage level	Destroyed			
Post impact fire	Yes			
Damage description	destroyed by fire			

Weather and environment

Cloud cover	Broken (5-7 OKTAS)
Visibility (km)	9999
Light conditions	Daylight
Wind direction	160
Average wind speed (kts)	5
Cloud base (ft)	3700
Visibility reduced by	None
Turbulence conditions	Unknown
Icing conditions	Moderate
Precipitation type	Nil
Precipitation intensity	Nil
QNH	1031
Outside temperature	5.0
Light and variable (windspeed)	No
Maximum wind speed (gust)	5
Dew point	1.00000000
CAVOK	No
Effective cloud ceiling	3700
Weather phenomena	

Safety factor

Level 1	
Level 2	
Level 3	