

**Aviation Safety Investigation Report  
200100421**

**Cessna Aircraft Company  
Centurion**

**22 January 2001**

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.

**Occurrence Number:** 200100421                      **Occurrence Type:** Incident  
**Location:** 111km N Bourke, Aerodrome  
**State:** NSW                                              **Inv Category:** 4  
**Date:** Monday 22 January 2001  
**Time:** 1030 hours                                      **Time Zone**                      ESuT  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 210R  
**Aircraft Registration:** VH-MOK                                              **Serial Number:** 21064933  
**Type of Operation:** Commercial      Aerial Mapping/Photo/Survey  
**Damage to Aircraft:** Nil  
**Departure Point:** Bourke NSW  
**Departure Time:**  
**Destination:** Bourke NSW

**Approved for Release:** Wednesday, May 2, 2001

The pilot-in-command of the Cessna 210 suffered a seizure which rendered him unconscious. He was subsequently unable to safely control the aircraft. The geoscience operator, who was also a rated pilot and was sitting in the right seat of the aircraft, took control of the aircraft and diverted to and landed safely at Bourke. The geoscience operator had to continually prevent the pilot-in-command's body from inadvertently fouling the flight controls during the return flight to Bourke.

After the aircraft landed, the pilot regained consciousness and underwent medical treatment. Later the same day the pilot suffered another seizure and was hospitalised for a short period.