

| Notification Source Details | |
|--|--|
| Status: | Resend - Manually Resolved |
| Reference Number | ATS-§.47F(1) |
| Role Group | ATC |
| Injury Level | Unknown |
| Source | CIRRIS |
| Status Date | 10 Mar 2020 14:40:10 |
| Is Confidential | No |
| Occurrence Date And Time | 29 Feb 2020 02:40:00 |
| Reporting Group Branch SDLUnit | Tops |
| Occurrence Location Group Branch SDLUnit | Tops |
| Summary | Aircraft accident. |
| Detailed Description | §.47F(1) reported an aircraft accident near the Batchelor ALA (13 04 17S 131 02 49E). Distress Phase declared. Contact details in LOA 652 - Parachuting Operations at Batchelor used to contact the Safety Operator after which it was determined that §.47F(1) had crashed on short final to RWY32. Established that the §.47F(1) and ambulance had been called. JRCC accepted phase. JRCC confirmed pilot in ambulance and phase cancelled at time 0409. Police Job Ref: §.47F(1). |
| Primary Occurrence Type | Aircraft Accident |
| Additional Types | Emergency Operations |
| Airspace Category | /Class G |
| Controlling Authority | Airservices |
| ATSService Provided | Not Applicable |
| Location Code | YBCR |
| Bearing | 0 |
| Distance | 0 |
| Latitude | |
| Longitude | 0000:00:00 East |
| Principal Aircraft Ground Vehicle Involved | Civil Australian Registered |
| ACIDCall Sign | §.47F(1) |
| Registration | §.47F(1) |
| Other Aircraft Ground Vehicle Involved1 | |
| ACIDCallsign1 | |
| Registration1 | |
| Other Aircraft Ground Vehicle Involved2 | |
| ACIDCallsign2 | |
| Registration2 | |
| Civil Australian Registered Aircraft Details | |
| ACIDCallsign | §.47F(1) |
| Registration | §.47F(1) |
| Aircraft Operator | §.47F(1) |
| Aircraft Type | C206 |

| | |
|--|------------------------|
| Flight Rules | |
| ADEP | |
| ADES | |
| Typeof Flight | |
| Aircraft Owner | s.47F(1) |
| ATIS | |
| Aircraft Accident | |
| Typeof Accident | Collision with Terrain |
| Emergency Operations I FER | |
| Aircraft Diversion Required | No |
| Phase Declared | DETRESFA |
| Reason | Unknown |
| <u>View Original Email</u> | |

From: s.47F(1)
To: [ASIRFollowup](mailto:ASIRFollowup@atsb.gov.au)
Subject: Re: s.47F(1) ATSB request for further information [SEC=UNCLASSIFIED]
Date: Tuesday, 3 March 2020 7:36:35 PM

Thanks s.47F(1),

Please see below report from s.47F(1)



Kind Regards,

s.47F(1)


On Tue, Mar 3, 2020 at 8:35 AM ASIRFollowup <ASIRFollowup@atsb.gov.au> wrote:

Hi s.47F(1)

Thanks for the info. Unknown if you received a reply to this so apologies if this is a late reply. If the work is being carried out independently (by you, LAME, insurance) and you can provide us with any causal factors for the occurrence then will gladly accept the information for the benefit of safer aviation. As the ATSB will not be investigating the occurrence directly the best way to proceed and the scope of works are in the hands of these third parties to decide.

Any information you can provide is appreciated.

Regards

s.47F(1)

Australian Transport Safety Bureau

62 Northbourne Avenue
Canberra ACT 2601

s.47F(1)



From: s.47F(1)

Sent: Monday, 2 March 2020 2:18 PM

To: ASIRFollowup <ASIRFollowup@atsb.gov.au>

Subject: Re: s.47F(1) ATSB request for further information [SEC=UNCLASSIFIED]

Hi s.47F(1)

Please find attached initial feedback from engineer. Can you please confirm OK for engineer to proceed with the next steps which are detailed in the attachment?

Kind Regards,

s.47F(1)

On Mon, Mar 2, 2020 at 7:18 AM ASIRFollowup <ASIRFollowup@atsb.gov.au> wrote:

Hello s.47F(1)

The ATSB is seeking additional information for the following occurrence in the form of a **Technical / Engineering Report** and a **Pilot report**.

If a Technical/Engineering inspection is conducted due to this incident please provide a summary once it is available.

Please include details of any faults identified and any repair/rectification work required.

ATSB Ref: 202000768

Date/Time: 29 Feb 2020 – 0229 UTC

Location: Batchelor (ALA), 140° M 2Km

Aircraft Rego: [REDACTED]

Summary: During approach, the aircraft collided with terrain.

Could you please provide the requested information direct via return email or via the online form when available.

Online form available at: <http://www.atsb.gov.au/mandatory/asair-form/>

Should you have any questions please contact the ATSB via email (asirfollowup@atsb.gov.au) or call us on 1800 011 034.

Thank you for your assistance.

Kind regards,

s.47F(1)

Australian Transport Safety Bureau

62 Northbourne Avenue
Canberra ACT 2601

s.47F(1)



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From: [ATSB International Reporting](#)
To: [NTSB USA National Transport Safety Authority](#)
Cc: [ATSB International Reporting](#)
Subject: ACCID 202000768 - [REDACTED] - Collision with terrain - Batchelor NT - 29 February 2020 [SEC=UNCLASSIFIED]
Date: Thursday, 12 March 2020 3:34:46 PM
Attachments: [ACCID 202000768.pdf](#)

Good day,

In accordance with ICAO Annex 13, please find attached a notification of an accident involving a Cessna 206 with a Teledyne-Continental engine.

Please forward to the relevant personnel/organisations.

As per ICAO Annex 13 requirements, this accident will be the subject of ATSB occurrence brief AB-2020-010.

Kind regards,

s.47F(1)

Australian Transport Safety Bureau

62 Northbourne Avenue
Canberra ACT 2601

P s.47F(1) | E s.47F(1)





Australian Government
Australian Transport Safety Bureau

ICAO Annex 13 Chapter 4

Accident & Serious Incident Notification

ATSB Reference: 202000768 **Category:** Accident
Investigation: No
Date and Time: Saturday, February 29, 2020 2:29 AM UTC
Location: Batchelor (ALA), 140° M 2Km
State: NT **Country:** Australia
Latitude: -13.0745 **Longitude:** 131.0353
Highest Injury: Serious
Occurrence: Operational - Terrain Collisions - Collision with terrain
Site Access: Accessible
Dangerous Goods: Nil

| Injury Details: | Crew | Passenger | Ground |
|------------------------|-------------|------------------|---------------|
| Fatal | 0 | 0 | 0 |
| Serious | 1 | 0 | 0 |
| Minor | 0 | 0 | 0 |
| Nil | 0 | 0 | - |

Nationalities: TBA

Aircraft Details:

Aircraft Type: Aeroplane
Serial Number: P2060108
Manufacturer: Cessna Aircraft Company
Model: P206
Engine Manufacturer: TELEDYNE-CONTINENTAL MOTORS
Engine Model: IO-520
Operation: Sports Aviation Parachute Operations
Damage Level: Substantial
Country of Registration: Australia
Country of Manufacture: United States
Departed: Batchelor NT
Destination: Batchelor NT

Summary: During approach, the engine failed and the pilot conducted a forced landing. The pilot sustained serious injuries and the aircraft was substantially damaged.



s.47F(1)

RE: Technical / Engineering Report for ATSB

1 message

s.47F(1) Mon, Mar 2, 2020 at 10:59 AM
To s.47F(1)
Cc s.47F(1)

H s.47F(1)

We removed the aircraft from the site yesterday and it is stored in our hangar next door. We took several photos of the wreck before we moved or dismantled it for transportation. Points of interest I noted were:

- Engine is mostly intact with no obvious signs of catastrophic failure.
- Fuel was evident in both tanks during wing removal.
- Fuel selector in RH tank position.
- Ignition switch noted to be in "OFF" position. (Likely left that way after in-flight start attempt)
- Master switch on.
- Throttle full power, pitch full fine and mixture full rich.
- Engine controls intact.
- All fuel lines, hoses etc intact.
- Propeller blade bent backwards indicative of engine failure.

Next steps I would like to undertake if agreeable by yourself and ATSB would be to:

- Remove engine oil filter and inspect for metal contamination.
- Try and get a fuel sample from fuselage header tanks and engine flow divider.
- Inspect engine FCU fuel screen.
- Inspect aircraft fuel filter.

Regards,



s.47F(1)

LOT 1229 Batchelor Airport

PO Box 198 Batchelor NT 0845

T: 08 8976 0080

www.coomalieair.com.au

From: s.47F(1) [redacted]
Sent: Monday, March 2, 2020 10:56 AM
To: s.47F(1) [redacted]
Cc: s.47F(1) [redacted]
Subject: Technical / Engineering Report for ATSB

H s.47F(1) [redacted]

The pilot who crashed [redacted] has reported engine failure s.47F(1) [redacted]
[redacted]
[redacted]

ATSB has requested a technical/engineering report in follow up to the mandatory incident notification. Are you able to assist with this once the plane is retrieved?

Kind Regards,

s.47F(1) [redacted]

P s.47F(1) [redacted] | E: s.47F(1) [redacted] | Skype: s.47F(1) [redacted]

A: s.47F(1) [redacted]



Notification Officer:

Phone:

All orange fields are Mandatory unless information is not available from Reporter

Reporters Name:

Role:

Employer:

Report date:

Report time:

Phone:

Registration:

Flight No:

Aircraft Type:

Occurrence type:

Operation Type:

Occurrence Date:

Occurrence Time: Local UTC

Occurrence location:

State:

Latitude/Longitude:

Important for accidents away from aerodromes

Aircraft Operator:

Injuries

| | Fatal | Serious | Minor | Nil |
|------------|-------|---------|-------|-----|
| Crew | | | 1 | |
| Passengers | | | | |
| Ground | | | | |

Damage description:

Description of occurrence and Additional Information: (Press ALT + ENTER for a new paragraph)

Aircraft crashed on short final.
 Could have been parachuting ops.
 Was reported to Airservices by operating in the area. is on

Fit Recs Quarantined: Yes No ELT Disabled Yes No Guard: Yes No

| Passed on: | Date | Time | Name | Date | Time | Name |
|------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| COR: | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| Other: | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |

WebSMS:

Other:

| Date | User | Reference | Note Type | Detail |
|-------------|----------|------------|------------------------------------|---|
| 02 Mar 2020 | s.47F(1) | 202000768 | Further info received | Rang and spoke to s.47F(1) sent email to s.47F(1) for further photos and info. |
| 02 Mar 2020 | | 202000768 | Further info requested | Pilot and Tech from operator - if tech inspection not carried out, likely cause of engine failure (catastrophic/fuel/other?) s.47F(1) |
| 02 Mar 2020 | | 202000768 | Further info received | Email from operator with further information |
| 03 Mar 2020 | | 202000768 | Investigation decision | Decision not to investigate - lack of available investigation resources. Will be written as occurrence brief AB-2020-010 with emphasis on ensuring aircraft is within glide distance when on approach and crews understand aircraft performance/glide capability. Request any photos of post-accident switch / control positions if available s.47F(1) |
| 03 Mar 2020 | | 202000768 | Administrative note | Email sent re engineering inspection - If the work is being carried out independently (by you, LAME, insurance) and you can provide us with any causal factors for the occurrence then we will gladly accept the information for the benefit of safer aviation. As the ATSB will not be investigating the occurrence directly the best way to proceed and the scope of works are in the hands of these third parties to decide. |
| 04 Mar 2020 | | 202000768 | Further info received | Email with further Information |
| 04 Mar 2020 | | 202000768 | Further info received | More Pictures |
| 12 Mar 2020 | | 202000768 | International reporting - SOM Sent | NTSB |
| 07 Apr 2020 | | 202000768 | Administrative note | Occurrence brief assigned to s.47F(1) - AB-2020-009. |
| 08 Apr 2020 | | 202000768 | Administrative note | Occurrence brief discontinued - AB-2020-009 due legal proceedings between operator and pilot. s.47F(1) |
| 11 Apr 2020 | | 202000768 | International reporting - General | Discontinued notice to NTSB sent |
| 02 Mar 2020 | | M202000740 | Further info required | Contact s.47F(1) for further info |
| 02 Mar 2020 | | M202000740 | Administrative note | Photos already received |

Document 7

202000768 - Occurrence Details

Overview

| | |
|---------------------|-------------|
| Logged date | 02 Mar 2020 |
| Occurrence category | Accident |
| ATSB involvement | Data entry |
| Status | Reviewed |
| Highest injury | Serious |

When & where

| | |
|-----------------|-----------------------------|
| Occurrence date | 29 Feb 20 |
| Occurrence time | 2:29 |
| Time zone | UTC |
| UTC offset | 0.0 |
| Location | Batchelor (ALA), 140° M 2Km |
| Latitude | S 13° 04.47' |
| Longitude | E 131° 02.12' |
| State | NT |
| Country | Australia |

Aircraft: [REDACTED] 206

| | |
|-------------------------|-------------------------|
| Type | Aeroplane |
| Registration | [REDACTED] |
| Manufacturer | Cessna Aircraft Company |
| Model | P206 |
| Common name | 206 |
| Engine type | Piston |
| Number of engines | 1 |
| Type of landing gear | Tricycle - Fixed |
| Fuel type | Gasoline |
| Country of registration | Australia |
| Year of manufacture | 1965 |
| Amateur built | No |
| MTOW (kg) | 1496 |
| Max weight category | 0-2250 Kg (0-4960 Lbs) |
| ELT fitted | No |
| ELT activated | No |

Text summaries

| | |
|--------------|---|
| ATSB summary | During approach, the engine failed and the pilot conducted a forced landing. The pilot sustained serious injuries and the aircraft was substantially damaged. |
|--------------|---|

Occurrence type: Operational - Terrain Collisions - Collision with terrain

| | |
|---------------------|----------------|
| Associated aircraft | [REDACTED] 206 |
| Primary | True |
| Terrain | Ground |
| Terrain Type | Level |
| Approach Type | Visual |
| Terrain features | Trees |
| Where was aircraft | In air |

| | |
|---|----------------|
| Occurrence type: Technical - Powerplant / propulsion - Engine failure or malfunction | |
| Associated aircraft | ██████████ 206 |
| In-flight shutdown reason | Not applicable |
| What failed | Unknown, TBA |
| Associated fire | No |
| Failure type | Contained |
| Malfunction | Total failure |
| Associated oil loss | Unknown |

| | |
|---|----------------|
| Occurrence type: Consequential events - Forced / Precautionary landing | |
| Associated aircraft | ██████████ 206 |
| What | Forced |

Safety factor

| | |
|----------------------------------|----------------------|
| Operation: ██████████ 206 | |
| Phase of flight | Approach |
| Departure | Batchelor NT |
| Destination | Batchelor NT |
| Aerodrome proximity | Off aerodrome <10k |
| Pilot flying status | Employee |
| Pilot flying role | Pilot in command |
| Owner | s.47F(1) ██████████ |
| Operator | s.47F(1) ██████████ |
| Operation type | Sports Aviation |
| Operation sub type | Parachute Operations |
| Flight plan filed | Unknown |
| Flight procedure | VFR |
| Flight conditions | VMC |

| | | | | | |
|--|-------------|---------|-------|-------------|-------|
| Injury & damage: ██████████ 206 | | | | | |
| | Fatal | Serious | Minor | Not injured | Total |
| Crew | | 1 | | | 1 |
| Damage | Substantial | | | | |
| Post-impact fire | No | | | | |

Injury & damage - Ground

Injury & damage - Other

| | |
|---------------------------------|----------------------------------|
| Airspace: ██████████ 206 | |
| Airspace class | G |
| Airspace type | CTAF |
| Altitude type | AMSL (above mean sea level - ft) |
| Altitude | Below 5000 |

Environment

| | |
|------------------|--------------------|
| Cloud cover | Broken (5-7 OKTAS) |
| Ceiling | 3000 ft |
| Visibility | 10.0 km |
| Light conditions | Daylight |
| Wind direction | 360 |
| Wind speed | 3 |

| | |
|-------------------------------------|----------------|
| Individual: [REDACTED] | |
| Associated Aircraft | [REDACTED] 206 |
| Surname | [REDACTED] |
| Given names(s) | [REDACTED] |
| Position/Role | [REDACTED] |
| Date of birth | [REDACTED] |
| ARN/Licence number | [REDACTED] |
| Licence category | [REDACTED] |
| Licence type | [REDACTED] |
| Flying Hours (last 90 days) | [REDACTED] |
| Flying Hours on type (last 90 days) | [REDACTED] |
| Total Flying Time | [REDACTED] |
| Total on type | [REDACTED] |

Organisation

Component

| | |
|---|---|
| Administration | |
| Occurrence category | Accident |
| TSI reportable | Immediately reportable |
| Further Info Required | No |
| ATSB involvement | Data entry |
| Status | Reviewed |
| Notification | |
| File: Pictures 2 | |
| File | \\cbr1atsbsimp01\OccurrencesFiles\$\2020\2\202000768 [REDACTED] Binder1 .pdf |
| Title | Pictures 2 |
| Date | 04 Mar 2020 |
| File: Email from operator with further information | |
| File | \\cbr1atsbsimp01\OccurrencesFiles\$\2020\2\202000768 Re_ [REDACTED] ATSB request for further information [SEC=UNCLASSIFIED].pdf |
| Title | Email from operator with further information |
| Date | 02 Mar 2020 |
| File: Email from operator with further information | |
| File | \\cbr1atsbsimp01\OccurrencesFiles\$\2020\2\202000768 Re_ [REDACTED] ATSB request for further information [SEC=UNCLASSIFIED].pdf |
| Title | Email from operator with further information |
| Date | 04 Mar 2020 |
| File: Pictures | |
| File | \\cbr1atsbsimp01\OccurrencesFiles\$\2020\2\202000768 Fwd_ Photos RE [REDACTED] [SEC=UNCLASSIFIED].pdf |

| | |
|------------------|---|
| Title | Pictures |
| Date | 02 Mar 2020 |
| File: SOM | |
| File | \\cbr1atsbsimp01\OccurrencesFiles\$\2020\2\202000768 ACCID 202000768 - [REDACTED] - Collision with terrain - Batchelor NT - 29 February 2020 [SEC=UNCLASSIFIED].pdf |
| Title | SOM |
| Date | 12 Mar 2020 |

From: s.47F(1)
To: ATSBASIR
Subject: Fwd: Photos RE [SEC=UNCLASSIFIED]
Date: Saturday, 29 February 2020 5:29:56 PM
Attachments: image007.png
image008.png
image009.png
image010.png
image011.png
image012.png

Sent from [Workspace ONE Boxer](#)

----- Forwarded message -----

From: s.47F(1)
Date: 29 February 2020 at 5:26:53 pm AEDT
Subject: Fwd: Photos RE [SEC=UNCLASSIFIED]
To: s.47F(1)

s.47F(1)

Please see attached photos from NT Police re

s.47F(1)

Senior Transport Safety Investigator
Australian Transport Safety Bureau

62 Northbourne Avenue
Canberra ACT 2601

s.47F(1)

From: s.47F(1)
Sent: Saturday, February 29, 2020 5:25:26 PM
To: s.47F(1)
Subject: Fwd: Photos RE [SEC=UNCLASSIFIED]

s.47F(1)
A1SB

From: s.47F(1)
Sent: Saturday, February 29, 2020 5:24:10 PM
To: s.47F(1)
Subject: RE: Photos RE [SEC=UNCLASSIFIED]











s.47F(1)

Territory Duty Superintendents | NT Police, Fire and Emergency Services

p... s.47F(1) | m... s.47F(1) | e... s.47F(1) | www.pfes.nt.gov.au



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From: s.47F(1)

Sent: Saturday, 29 February 2020 3:45 PM

To: s.47F(1)

Subject: Photos RE [REDACTED] [SEC=UNCLASSIFIED]

Hi s.47F(1)

As discussed, we are interested in any photos of the accident site for [REDACTED]

Cheers,

s.47F(1)

Transport Safety Investigator
Australian Transport Safety Bureau
Ms.47F(1)
62 Northbourne Avenue, Canberra City, ACT 2601

Australia's national transport safety investigator

AVIATION | MARINE | RAIL

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This engine must be checked and checked regularly for
operating instructions as shown in the form of placards, etc.
No secondary instruments, including spin, etc.
MANDATORY
Maximum speed 144 m.p.h.-CAS for 3000 ft., 138 m.p.h.-C.A.
Design weight Landing 2600 lb.
Flight measuring load factors
Flaps up -1.8, -1.82 Flaps down +2.8 all weights
Absolute loss to stall recovery 240 ft. all weights
Flap extension speed 110 m.p.h.-CAS 0° - 40°, 144 m.p.h.-C.A.

Always refer to the
Landing 2600 lb.
The engine
for the following flight operations
in all cases - expand instructions

LOW FLUCTUATIONS POWER SURGES
PUMP ON ADJUST MIXTURE
OPPOSITE TANK
REDUCE NORMAL OPERATIONS
FOR EXPANDED INSTRUCTIONS

VERTICAL SPEED
10
10

10
10



VH-SIR USABLE LITRES 19/12/2019

| | | | | | |
|--------|----|-----|-----|-----|------|
| LEFT | 25 | 45 | 72 | 110 | 150 |
| GALUGE | E | 1/4 | 1/2 | 3/4 | FULL |
| RIGHT | 25 | 46 | 73 | 100 | 156 |

CESSINA

30 25 20 16 12 8 4
TACH. RPM
10 20 30
MAX PRESS
EXH. TEMP



































